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American Railroad Journal.

New York, Saturday, April 8, 1876.

Panama Railroad.

At an election for directors of this company held in this city on the 3d inst., the following gentlemen were chosen to serve for the ensuing year: John R. Marshall, Trenor W. Park, Frederick Butterfield, Charles G. Franchlyn, Senator John P. Jones, Thomas Clyde, Samuel C. Thompson, Andrew Boardman, General H. H. Baxter, George A. Hoyt, J. G. McCullough, William P. Clyde and John M. Burke. The new board of directors was organized on the 4th inst., by the election of T. W. Park President, J. G. McCullough Vice President, and W. J. Emmet Secretary and Treasurer. The Board decided to take immediate and effective measures against the Pacific Mail to recover the money due the company. The Board also adopted unanimously the following resolutions:—

Whereas, The Pacific Mail Steamship Company, as appears by the Treasurer's statement, is indebted to this company for money collected by them on traffic account, in an amount exceeding four hundred thousand dollars, which thus far every effort has failed to collect; and

Whereas, This company is thus left without sufficient funds in hands to pay the usual quarterly dividend of three per cent, amounting to \$210,000; therefore,

Resolved, That it is the judgment of this board that the current quarterly dividend of the 15th inst. be passed.

Resolved, further, That the Board, in view of the fact of the establishment of the new and additional through line of the Panama Transit Steamship Company, feel confident that the receipts of the road will be greatly augmented in the future by reason of the increased number of steamers per month running to and from the isthmus, and the favorable terms of the contract made and existing between this company and the new steamship line.

American Steamship Co.

At the annual meeting of this company in Philadelphia on the 3d inst., the following officers were chosen: President, Henry D. Welsh; Directors, Josiah Bacon, B. H. Bartol, John Price Wetherill, D. B. Cummins, M. Baird, N. Parker Shortridge, Strickland Kneass, William D. Wirsor, G. B. Roberts, George N. Allen. From the report which was presented we learn that the receipts were: For freight, \$794,138 59; passengers, \$288 809 14; miscellaneous, \$1872 29; total, \$1,081,320 02. From which deduct ordinary operating expenses, \$886,258 89, showing receipts over ordinary expenses to be \$195,061 13.

The disbursements for shore expenses, expenses of agents, advertising, wharfage, &c., amounted to \$128,565 73; extraordinary repairs and expenses of steamers, \$38,033 40—making the gain for the year, \$30,462 which compared with the operations of the year 1874, when a loss of \$48,914 26 was shown, is equivalent to a gain of \$79,376 26.

The balance remaining in the hands of the General Agents, January 1st, 1876, was \$30,823 92, which since that date has been drawn from them, and the only outstanding indebtedness of the Company, other than that due the Pennsylvania Railroad Company, paid off.

For the six months of the year the operations showed a loss of \$46,305 25. In the succeeding six months the gain on the operations was \$76,767 25. The gain for the year, \$30,462, is without the interest on the bonded debt of the Company, which, as it has matured, has been met by advances to this Company by the Pennsylvania Railroad Company.

The Treasurer, Mr. R. W. Smith, reported the debtor account on capital stock, bonds, &c., at \$2,763,491 21, and the credit, including steamships and \$1590 cash on hand, at \$2,763,491 21.

Canadian Pacific Railway.

In the House of Commons, at Ottawa, on the 31st ult., the Premier described the progress made by the policy of the Government, so far as it can be determined upon, in connection with the construction of the Canada Pacific Railway, noticing in the first instance the difficulties which stared the Government in the face in their assumption of office. He referred to the task of surveying the several routes it had been necessary to examine in order satisfactorily to locate the line through British Columbia and fix the western terminus. The total cost of the Pacific surveys have been \$2,286,907, of which \$1,010,115 has been spent west of the Rocky Mountains. From the first the Jasper House Pass in the Rocky Mountains has been looked upon as the one that would certainly be adopted. From that point the New Westminster route would be more favorable, but the enormous cost of tunneling and rock excavation would have made the expenditure so great as to virtually preclude its adoption. Another route by which Kamaquot Lake, the south branch of Gardner's Inlet, would be reached, may also be considered as open to further consideration. A third, by the way of Blackwater River to the north branch of Dean Channel is being very carefully explored. The route via Kamaquot River is a few miles shorter, and has grades not exceeding 104 feet to the mile, with a rest of three quarters of a mile in length in the middle. The summit level is reached at a distance of seventy miles, and is 3,460 feet above the sea. Between that point and Stewart River the line is favorable. From the lowest level of Stewart River to Fort George is 2,800 feet, and the highest 3,750. Some fifty miles would be saved by adopting Dean Channel as the terminus as compared with Bute Inlet, while the line if carried to Bute Inlet would strike the middle of Vancouver Island. Explorations have been made of what is known as the Pine River Pass, some sixty or seventy miles south of the point at which the Peace River makes its great bed. At this pass the Rocky Mountains practically cease to exist. The country is very favorable for agricultural

purposes, and if there were no obligations resting on the Dominion to hasten the work, is the one, the Premier thinks, that would inevitably be adopted. But to do so would be to postpone the work of construction for a considerable period, and this, he appears to think, having regard to the original bargain with British Columbia, and irritation existing in that province, is hardly to be thought of from Pine River Pass. If the railroad took that route it would reach Fort George by the way of Fort McLeod and Parsnip River. Mr. Mackenzie spoke of the progress of the railway between Lake Superior and Red River. The line, twenty two miles of which is graded, will run from Thunder Bay to the eastern end of Lac des Mille Lacs.

The Premier said he should deal with this matter on a future day. He observed that many of the statements published were utterly unfounded. French River is found to be easily navigable for some twenty six miles from its mouth. It was hinted that the Western terminus of the Georgian Bay branch might be fixed at this point, and a crossing may easily be effected here if the line were continued at some future period to Sault Ste Marie. On the twenty two miles graded west of Fort William an expenditure has taken place of \$111,417. From Red River, eastward, out of a section of seventy seven miles, twenty five miles have been graded at an outlay of \$94,221. The thirty seven miles intervening between Cross Lake and Rat Portage were found to be exceedingly costly, and some changes of level will be made to reduce the amount of rock excavations. The branch from Pembina to Fort Garry is nearly completed, in first class style, at an expenditure of some \$178,483, exclusive of a small amount of bridging that may cost \$5,000 further. The survey is completed from Selkirk to Livingstone, 266 miles, and the route is virtually determined upon from Livingstone to Saskatchewan, which it will strike at White Mud River some fifteen or twenty miles south of Fort Edmonton. The entire distance for which the telegraph is constructed is 720 miles. It may then be assumed that from Fort William to Fort George, at the bend of the Fraser, the route of the Canadian Pacific is practically settled, the distance between those points being 1,730 miles. From Fort George to Bute Inlet the distance is about three hundred miles.

The Roumanian Railway System.

The railway system of Roumania consists of two trunk lines, with their branches; the trunk lines measuring together 953 kils., and the 4 branches 280 kils., or in all 1,233 kils.

The one trunk line, running from north to south, traverses Moldavia throughout its length, from the Austrian Bukovine frontier to Ibraila and Galatz. It sends out three branches, from Varesi to Bolosiani, 44 kils long; from Pascany to Jassy and Ungheui on the Pruth, 96 kils. long; and from Tecuci to Berlad, 51 kils. long. The other, running at right angles with the first, intersects Wallachia from east to west, from Galatz and Ibraila to the Austrian Banat frontier, whence a section of from 120 to 130 kils. is to join it to the Basiasch, Pesth, and Vienna line. The completion of this section will place Bucharest in communication with Vienna by a direct line of only 1,180 kils., in lieu of the 1,685 kils. of the existing Roman, Luciana, Lemberg, and Cracow line, a reduction in the length of the journey of some 555 kils., and in its duration of from 36 to 46 hours. This main line throws off but one branch, from Bucharest to Giurgevo and Smerde on the Danube, 70 kils. long. A proposed bridge over the Danube, connecting Giurgevo and Boulachouk, would establish a junction between the Rouman and Ottoman systems, and put Bucharest within 24 hours of Constantinople.

Two new branches are conceded and should be completed by the end of 1878, the one on the Moldavian line, from Aguld to Ocma and Oltuz on

the Transylvanian frontier; the other on the Wallachian line from Ploesci to Predeal on the Russian frontier, and on to Cronstadt.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the Stockholders their Report for the year 1875, including the general balance sheet at the close of the year.

The comparisons made of the business of the road during the past year with that of the year preceding it, include that of the branches, as well as that of the Lehigh and Susquehanna Railroad and branches under lease, the whole 180 miles of main line and 152 miles of branches having been operated as one concern.

The Lehigh equipment is included in the general statement of equipment, which also includes that of all the branches; and the repairs of the same are included in the general expense accounts.

SERVICE OF THE ROAD.

The service of the whole road, as compared with that of the previous year, has been as follows:

	1875.	1874.
Miles run by passenger trains.	1,662,566	1,516,318
" " merchandise trains.	290,436	1,023,895
" " coal trains.	1,783,788	2,272,995
Total by transportation trains.	4,436,785	4,813,208
Miles run by wood, gravel and construction trains.	361,803	269,810
Total miles run by trains.	4,798,588	5,083,018

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1875, with the previous year, gives the following results:

	1875.	1874.
Number of passengers.	4,456,944	4,614,587
Miles traveled by passengers.	49,861,520	50,739,853

A similar comparison of merchandise business gives as follows:

	1875.	1874.
Number of tons carried.	919,198	1,124,742
Tons carried one mile.	62,159,739	65,925,312

A similar comparison of the coal business gives the following results:

	1875.	1874.
Number of tons carried.	2,608,331	3,696,922
Tons carried one mile.	267,080,733	319,190,725

The following table shows the coal tonnage each year since the transportation of coal was commenced. After 1870 the tonnage of both divisions is included:

	Lehigh.	Wyoming.	Total.
Tons.	Tons.	Tons.	
1856.	33,325	98,670	131,995
1857.	84,841	209,950	294,791
1858.	122,923	417,726	540,649
1859.	183,277	455,681	638,958
1860.	263,906	590,863	854,769
1861.	254,345	568,869	823,214
1862.	314,195	502,375	816,570
1863.	435,927	618,954	1,049,881
1864.	474,221	675,743	1,149,964
1865.	509,819	494,687	1,004,506
1866.	511,076	778,173	1,289,249
1867.	496,237	872,808	1,369,045
1868.	618,759	1,000,086	1,618,845
1869.	461,184	1,094,918	1,556,052
1870.	709,202	1,842,982	2,052,184
1871.	819,896	1,843,308	2,663,202
1872.	1,474,849	2,140,551	3,615,400
1873.	1,469,015	2,447,300	3,916,315
1874.	1,704,655	1,992,267	3,696,922
1875.	1,068,407	1,539,924	2,608,331
Total.	12,010,009	19,680,833	31,690,842

EQUIPMENT.

The company now own 259 engines, of which 251 burn hard coal, and 8 wood. The condition of these engines is reported as follows: 187 in

first-class order; 19 in good working order; 25 require general repairs; 18 are now in shops repairing; 8 (wide gauge) are out of use, and 4 are condemned. During the year 14 new passenger engines and 6 new shifting engines have been added to the equipment. Three engines have been cut up or sold.

The equipment of cars is as follows: 144 first-class and 12 second-class passenger, 42 baggage and smoking, 4 baggage and mail, 13 baggage, 5 smoking, 3 express, 425 8-wheel and 1 4-wheel house freight, 30 8-wheel stock, 19 8-wheel and 73 4-wheel caboose, 416 8-wheel platform, 312 8-wheel gondola, 1 8-wheel pay, 1 8-wheel pavilion, 176 6-wheel iron, 36 6-wheel, 2 8-wheel and 14 4-wheel lime, 226 8-wheel and 17,244 4-wheel coal, 468 4-wheel gravel, 16 6-wheel and 4 4-wheel wood rack, 5 8-wheel derrick, 5 8-wheel tool, 72 8-wheel work (flat), 1 4-wheel scale, and 1 4-wheel adzing machine cars.

During the year the following additions have been made to the car equipment. There have been purchased 34 passenger cars, 2 baggage and mail cars, 4 baggage cars and 3,000 4-wheel coal cars. There have been built at the company's shops, 2 baggage cars, 2 8-wheel flat cars, 24 8-wheel work-train flat cars, 4 8-wheel caboose cars, 8 4-wheel caboose cars, 100 4-wheel gravel cars and 8 4-wheel coal cars. The following changes were made: 6 passenger cars were changed to combination cars, 5 passenger cars changed to smoking cars, and one baggage and mail car changed to second-class passenger car. Two second-class passenger cars, 1 4-wheel box car, 6 6-wheel iron cars, 2 8-wheel lime cars, 1 4-wheel and 2 6-wheel wood rack cars; 1 4-wheel caboose car and 231 8-wheel coal cars have been broken up.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1875, compared with 1874.

	1875.	1874.
Receipts:		
Passengers.	\$1,498,118 70	\$1,513,983 30
Merchandise.	1,287,119 68	1,594,500 23
Coal.	4,446,181 76	5,363,677 57
Mail.	23,590 00	22,890 00
Express.	27,230 55	29,974 50
Rents.	26,455 82	22,458 33
Miscellaneous.	22,805 23	25,044 86
Car service.	80,684 99	17,101 93

Total receipts. \$7,411,636 78 \$8,589,630 82

Expenses:

Running expenses.	\$1,592,662 61	\$1,663,966 65
Fuel consumed.	354,602 64	393,909 90
Repairs of road.	819,272 84	738,433 45
Repairs of engines.	282,348 51	316,444 21
Repairs of passenger cars.	70,714 61	64,240 29
Repairs freight cars.	70,472 53	88,394 29
Repairs coal cars.	280,548 62	262,745 64
Repairs of buildings, bridges, docks, etc.	165,244 77	162,641 30
Repairs of tools and machinery.	42,503 83	29,438 13
Expenses Ashley Plains.	84,205 09	71,788 97
Expense account.	153,945 27	151,263 94
Damage to persons and property.	103,888 25	84,187 21
Ferry running expenses.	80,697 53	78,440 03
Ferry boat repairs.	27,670 00	34,707 17

\$4,128,727 10 \$4,140,301 18
Balance net earnings. \$3,232,909 63 \$4,449,029 64

The gross receipts per mile run have been as follows:

From passenger trains, 90 cents against \$1 00 in 1874; from merchandise trains, \$1 30 against \$1 56; from coal trains, \$2 49 against \$2 36. The average receipts per mile run from all trains, have been \$1 54 against \$1 69 the previous year. The gross expenses per mile run have been 87 cents, against 81 cents the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of 1853 to the present time; including, since 1870, those of the Lehigh and Susquehanna Division.

Receipts.	Expenses.	Net earnings.
1853. \$349,018	\$197,629	\$151,389 or 43 p. c.
1854. 378,145	197,849	180,296 or 48 "
1855. 393,729	208,856	184,873 or 47 "
1856. 553,479	258,308	295,171 or 53 "
1857. 682,814	340,502	341,312 or 51 "
1858. 836,984	345,614	491,370 or 58 "
1859. 971,702	385,716	585,986 or 61 "
1860. 1,185,848	475,457	710,391 or 60 "
1861. 1,201,895	522,452	679,443 or 57 "
1862. 1,397,586	623,245	774,341 or 56 "
1863. 1,941,976	814,732	1,127,244 or 58 "
1864. 2,537,185	1,231,554	1,305,631 or 51 "
1865. 3,086,390	1,748,434	1,287,956 or 43 "
1866. 3,581,244	1,963,976	1,617,268 or 45 "
1867. 3,350,398	1,878,022	1,472,376 or 44 "
1868. 3,729,412	2,379,192	1,350,220 or 36 "
1869. 4,010,121	2,642,163	1,367,958 or 34 "
1870. 4,893,514	2,512,217	1,881,297 or 43 "
1871. 7,841,379	3,706,144	3,135,235 or 46 "
1872. 7,120,718	4,236,806	2,883,912 or 41 "
1873. 8,881,366	4,215,584	4,665,782 or 53 "
1874. 8,589,631	4,140,601	4,449,030 or 52 "
1875. 7,411,637	4,128,727	3,282,910 or 44 "

Tot. \$78,375,621 \$39,153,280 \$34,222,341 or 47 p. c.

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year:

CREDITS.

Balance cash January 1.....	\$482,259 76
Gross earnings Central Division	\$4,136,807 21
Gross earnings L. & S. Division	3,274,829 52
Capital stock issued in conversion of bonds.....	525,000 00
Consolidated Mortgage bonds, issued	4,936,100 00
	\$13,354,996 49

DEBITS.

Ordinary expenses, both divisions..	\$4,128,727 10
Extraordinary repairs of bridges and docks	192,270 00
Loss in operating canals.....	95,919 09
Second Mortgage bonds paid off...	174,000 00
Bonds of 1902 converted, less amount issued.....	295,000 00
Railroad car trust of Philadelphia, paid off	64,929 88
Grading	106,901 85
Masonry	32,229 21
Railway superstructure	17,162 09
Bridge superstructure	51,118 17
Land damage	23,724 78
Newark Branch	80,417 54
Perth Amboy Branch.....	157,759 22
New York & Long Branch R. R. Co. High Bridge and Longwood Valley R. R. Co.	581,262 80
Station houses	56,057 30
Engines	190,870 00
Passenger cars	183,235 47
Freight cars	45,563 21
Coal cars	629,672 49
Coal stocks	6,000 00
Lehigh and Wilkesbarre Coal Co. bonds.....	283,350 00
Lands, material, etc.—increase.....	623,784 50
Interest account for year—balance.	653,243 38
Taxes for year.....	179,853 15
Rent of Lehigh and Susquehanna Railroad	1,059,548 67
Dividends for year—10 per cent., ..	2,013,125 00
Accounts receivable—Increase.....	418,548 52
Balance cash, December 31.....	79,105 89

\$13,354,996 49

The profit and loss account stands as follows:

Gross earnings during the year.....	\$7,411,636 78
Reserved fund, undivided profits.....	1,127,879 77
	\$8,539,516 50

It has been debited as follows:

Ordinary expenses.....	\$4,128,727 10
Extraordinary expenses, re-building bridges	192,270 00
Loss in operating canals	95,919 09
Rent of Lehigh and Susquehanna R. R.	1,059,548 67
Interest account.....	658,243 38
Taxes.....	179,853 15
Dividend account.....	2,013,125 00
	8,327,186 39

Balance to credit of reserved fund... \$212,830 11

BUSINESS OF THE YEAR.

The long coal strike, hereinafter referred to, has very materially decreased the income of the year, the reduction in the receipts from coal transportation being \$917,545 81. The general business depression has continued during the year, and been more sensibly felt than previously. There has also been a loss of revenue from the final withdrawal of the coal trade of the Delaware, Lackawanna and Western Railroad, and of the business of the Lehigh Valley Railroad.

The business derived from the opening of the new road to Long Branch and Sea Girt has been very satisfactory, notwithstanding the late periods at which the several sections were opened. During the coming year it gives every promise of developing into a highly remunerative traffic, as the business of that part of New Jersey finds its way to the new outlet.

The present year will probably witness a gradual revival of passenger and freight business, which will be largely increased by the general movements through the country in connection with the Centennial Exhibition at Philadelphia. The Long Branch road will unquestionably show a large increase of receipts, both along the line, at Long Branch, and at the points south of Long Branch. The traffic from the Philadelphia line will be entirely new, and promises to be large.

The coal business of the year is estimated to be as good as in the year before last, without allowing anything for the stimulus of the Centennial.

The ordinary expenses for the year include those of the Long Branch Railroad, and yet show a small reduction. Much work has been done on the main road which might have been deferred had it not been thought wise to profit by the low prices of labor and material, and by the limited number of trains. The repairs of road have been swollen by work connected with the removal of the broad gauge rails, a general remodeling and perfecting of the tracks connected with the relaying of the same with steel rails, relaying them accurately where they have varied from the tangent location, and also the laying and relaying of tracks at the two points where the road bed has been raised.

Extensive reconstructions of the river bridges have also been made, and the oldest coal wharf at Port Johnson has been rebuilt. These extraordinary repairs have been charged off separately, so as not to disturb the comparison of ordinary expenses of the different years.

The third rail required by the broad gauge business of the Delaware, Lackawanna and Western Railroad, has now been removed, which will simplify the work and diminish the cost of keeping up the tracks.

As the net profits of the last six months, great as they were, failed to make up for the deficiency of revenue from the first six months, the reserve fund of undivided profits was drawn upon for the amount required to make up the dividends of the year. It is expected that the business of the cur-

rent year will be amply sufficient to keep up the ordinary dividends.

CONSTRUCTION.

The elevation of the road through Plainfield has been perfected and completed, and the new stone and brick station house has been occupied the most of the year. The grounds around the building have been tastefully laid out, and the station is now the handsomest one owned by the Company.

West of Elizabeth the road bed has been raised, so as to allow the streets of the city to be carried under the tracks. At Bound Brook the road bed has been raised three feet so as to be out of the reach of freshets in the river, a long desired improvement, and simultaneously it has been widened for four tracks. The graduation and masonry for four tracks is now practically complete between Newark Bay and the junction beyond Bound Brook with the new line to Philadelphia.

A number of level crossings of roads and streets have been got rid of during the year, and bridges over or under the railway substituted.

On the Newark Branch the lowering of the grade through the rock cut in Bergen Hill has been completed, and the double track now extends through on the proper grade.

Much work has been done during the past two years in perfecting and adjusting the tracks, laying third and fourth tracks, stone ballasting the tracks and generally in bringing the road way and tracks up to as perfect a condition as possible.

STEEL RAILS.

During the year 511 miles of steel rails have been laid on the Central and Lehigh Divisions. There are now 1474 miles laid on the Central Division, and 1434 miles on the Lehigh and Susquehanna Division, making 291 miles in all. For the coming year 3500 tons have been ordered. The rails continue to give perfect satisfaction. They rarely break and it is only after long use that the heads wear down sufficiently to make it desirable to change them into tracks where the wear will be less. The crushing of heads and brooming of surfaces are things entirely unknown. The main tracks are now almost entirely laid with steel, and the satisfaction with the operation of the rails is so great that steel will also be gradually substituted for iron on the branch roads and principal sidings. For these purposes the lighter steel rails first laid are being shifted from the main tracks, as also any of the rails which begin to show marks of use.

The very low price of steel rails and the little difference between their price and that of iron is a further encouragement to their use, especially as, so far, no means have been discovered of materially reducing the quality as the market price has fallen. There is therefore a safety in purchasing at low prices which did not exist in the case of iron rails.

NEW YORK AND LONG BRANCH RAILROAD.

The all-rail line from New York to Long Branch was opened for public travel on the 7th day of July last. It was extended to Ocean Grove on the 28th day of August, and finally opened to Sea Girt on the 7th day of September. The new road diverges from the main line of the Central at Elizabethport, passes through Perth Amboy, crosses Raritan Bay by a handsome iron bridge, runs through South Amboy, Matawan and Red Bank to Long Branch, and then extends parallel to the coast, through Ocean Grove and other promising sea shore settlements, to Sea Girt, where it unites with the line of railway extending to Philadelphia.

The sea coast developed by the new route, extending from Long Branch to Sea Girt, is the only part of the coast between the New England States and the Capes of Florida where there are no sand bars interposed between the ocean and the mainland. The distance from New York to Long Branch is forty five miles, and from New York to

Sea Girt is fifty seven miles. A handsome station house has been erected at Long Branch, and neat buildings at the most prominent stations. At a number of points the station houses will be erected at the expense of the land owners.

The business with which the road has opened has far exceeded the expectation of the managers. For the first time an outlet to New York, reliable at all seasons, has been given to the business and inhabitants of Southern Jersey and the promise of traffic created by the new road is very encouraging. Heretofore a large business has been done during three months of the year by the only New York outlet, and very little during the other nine. The new business springing up is distributed through the year, though heaviest in the summer.

The iron draw bridge over the Raritan River is the finest structure of the kind in the country. The openings in the draw are each 200 feet in the clear, and the cost of bridge and draw together was \$500,000, of which \$100,000 was paid by the Pennsylvania Railroad Company, as a consideration for the enlargement of the draw, to accommodate their large business through the Delaware and Raritan Canal.

Arrangements have been made for allowing the passage of trains from Philadelphia over the road from Sea Girt to Long Branch, without change of cars or engine, in order to facilitate the public.

HIGH BRIDGE AND LONGWOOD VALLEY RAILROADS.

The work on these railroads is far advanced and the track is now being laid from High Bridge north-eastward. The graduation and masonry for the first few miles is heavy, but the rest of the work is quite light. Early summer will see the road ready to act as a feeder to the business of the main line. This road develops a rich mineral region and will bring a large amount of iron ore to the main stem, drawing with it much other business.

NEW ROUTE TO PHILADELPHIA.

During the past year the parties interested in opening a new railroad line between New York and Philadelphia, have built a first class road from Bound Brook, on the railroad of this Company, to Jenkintown on the line of the North Pennsylvania Railroad. The new road has been built in the most thorough and substantial manner, with stone and iron bridges, stone ballast, steel rails, and everything suitable for a heavy business. A second track is far advanced, and will be completed during the summer. Permanent arrangements between the three links composing the line have been perfected, a joint equipment arranged for, and the line is expected to be open for traffic in ample time for the centennial business. Owing to the thoroughness with which the new part has been constructed, and the shortness of the line—eighty eight miles—the trains can be run between the two cities at as high a rate of speed as is consistent with economy. This Company has had nothing to do with the construction of the new road, and is only called on to provide the necessary tracks and facilities for taking care of the business offered, and to furnish its pro rata share of the equipment. The traffic will be a valuable one for the portion of road used.

NEW FERRY.

The landing place for a new Ferry from the terminus of the road in Jersey City to a point a little below Christopher Street in New York has at last been secured, and the Ferry will be put in operation early in the Spring. It has been exceedingly difficult to secure a suitable up town place, although the want has for years been a pressing one, and the accommodation to the public and benefit to the passenger business of the road will be very considerable.

COAL STRIKE.

The year 1875 is made memorable to those interested in the mining and transportation of coal by the "long strike," commencing with the year and extending over six months, which took place

in the Wyoming, Lehigh and Schuylkill coal regions. The effect on the receipts of the companies dependent on those regions was very injurious for the time being, and though an immense business was done after the strike was over, and a larger transportation crowded into a few months than had ever before been carried in the same time, yet it was impossible to make up for the losses of the first half of the year, or to do the business as economically as if spread over a longer period.

For the coming year the prospects are of a reasonably active business at remunerative rates. By the understanding between the principal producing and transporting companies, the amount of coal brought to tide water will be regulated by the demand, and any glut of the market avoided.

THE LEHIGH AND WILKESBARRE COAL COMPANY.

The coal strike had of course a very serious effect on the business of this company, both reducing the receipts and increasing the proportion of expenses to the business done. The company is well organized and consolidated, and in a position to do a large trade at small cost. The tonnage of the year was 1,353,551 tons Wyoming coal, 338,770 tons Hazleton, and 397,426 Lehigh, in all 2,089,747 tons. The receipts of the company from all sources amounted to \$10,520,511 09. The expenses to \$10,109,792 60 leaving the balance as earnings on the coal of \$410,718 49. Included in the expenses are \$539,000, the cost of maintaining the mines during the strike.

LEHIGH AND DELAWARE DIVISION CANALS.

As the transportation on the canals was limited by the equipment of boats, they were utterly unable to make up during the last half of the year the tonnage lost the first half. The accounts therefore show a loss in operating the canals of \$95,919 09.

The receipts of the year were \$484,753 31 and the expenses, including rental, \$580,672 40 and the net result was the loss above stated.

FINANCES.

During the year \$525,000 have been added to the capital stock by the conversion of bonds, and \$4,936,100 of consolidated mortgage bonds have been issued at a handsome premium.

The balance of second mortgage bonds, \$174,000, have been paid off; the convertible issue has been reduced \$295,000, being the difference between the balance issued and the amount converted; and of the railroad car trust assumed, \$64,929 88 has been paid.

The expenditures on the main line during the year have amounted to \$231,136 10; the expenditures on branches, and advances to connecting roads have amounted to \$1,746,556 74; for station houses \$56,057 30; and for equipment \$1,049,341 17.

The Lehigh and Wilkesbarre Coal Company bonds held by this company will be disposed of from time to time to stockholders or others when they reach par.

But little money will be required during the coming year.

DIVIDENDS.

The usual quarterly dividends of two and one-half per cent, each have been made from the net earnings and from the reserve profits, and the company expect to continue the same dividends out of the earnings of the current year.

The total length of main line and branches is as follows:

	Miles.
Main Line, double track, 74 miles.....	146.80
3 and 4 tracks and sidings.....	97.67
Newark Branch, double track and sidings.....	18.43
Perth Amboy Branch, single.....	19.70
Other Branches, sidings, etc.....	5.57
Total single track.....	288.17

BALANCE SHEET, January 1, 1876.

Railroad.....	\$13,471,898 12
New York station, and ferry houses.....	300,000 00
Jersey City station.....	1,315,805 50
Port Johnston coal station.....	878,297 09
Elizabethport station.....	450,146 10
Station houses, shops and water stations.....	796,637 38
Ferry interest and boats.....	524,146 10
Engines.....	2,950,870 00
Passenger and baggage cars.....	943,235 47
Freight cars.....	1,035,563 21
Coal cars.....	4,299,672 49
Land accounts.....	660,295 19
Lehigh and Wilkesbarre Coal Co. stock.....	5,786,188 26
Lehigh and Wilkesbarre Coal Co. bonds.....	4,783,350 00
American Dock and Improvement Co. stock.....	1,500,000 00
New York and Long Branch R. R. Co.....	1,563,183 83
High Bridge and Longwood Valley R. R. Cos.....	799,707 14
Machinery, tools, miscellaneous property.....	451,976 48
Telegraph.....	17,108 19
Chairs, spikes, steel and iron rails and ties on hand.....	326,416 10
Materials and fuel on hand.....	328,318 20
Cash and accounts receivable.....	4,418,078 08
	\$47,605,337 78
Capital stock.....	\$20,525,000 00
Mortgage bonds due 1890.....	5,000,000 00
Convertible bonds.....	4,475,000 00
Consolidated Mortgage bonds.....	11,000,000 00
Newark Branch bonds due 1887.....	600,000 00
Lehigh Coal and Navigation Co. Loan due 1897 (assumed).....	2,310,000 00
Railroad Car Trust of Philadelphia (assumed).....	265,793 53
Dividend due January 20.....	513,125 00
Interest on bonds, accrued not yet due.....	271,906 36
Accounts payable.....	2,432,182 78
Reserved fund, undivided profits.....	212 330 11
	\$47,605,337 78

President.—JOHN TAYLOR JOHNSTON.

Board of Directors.—John Taylor Johnston, Adam Norrie, James Bowman Johnston, Charles A. Sherman, New York; Benjamin Williamson, John Kean, Elizabeth; F. T. Frelinghuysen, Newark; John Leisenring, Manach Chunk.

Secretary and Treasurer.—SAMUEL KNOX.

Superintendent and Engineer.—R. E. RICKER.

Consulting Engineer.—JAMES MOORE.

Railways of Canada.

From the report of C. J. Bridges, Superintendent of Government Railways, recently submitted to the Dominion Parliament, we learn that the number of miles of railway actually in operation in Canada, June 30, 1875, was 4,483½. Of the total mileage, 663½ miles were of 5 feet 6 inches gauge, 3,251½ of 4 feet 8½ inches, and 568½ of 3 feet 6 inches. The total mileage of the railway lines owned by Canadian companies is 4,820½, but 343 miles are in the United States. There is one line of 25½ miles which is laid with wood rails, 2,054½ miles are laid with steel rails, and 2,746½ miles are laid with iron rails. The number of miles of sidings is 655½. The number of engines owned by the companies is 966; hired, 14—total, 980. The total number of cars of all descriptions is 21,297.

The railways actually under construction show a total mileage of 2,380½ miles, of which 2,232½ are of the 4 feet 8½ inch gauge and 98 of the 3 feet 6 inch gauge. The total amount expended by the

Dominion Government on account of railways by way of loans on works of construction at the date of the report was \$60,330,921 33. The governments in the provinces either expended or are liable for \$3,287,770 65, and the municipal liability was \$9,500,636 93, making a total liability of \$78,119,328 91.

Debt of Brooklyn.

The following is a statement of the Debt of the City of Brooklyn, March 31, 1876, as prepared by the Comptroller for publication:

COMPTROLLER'S OFFICE,
BROOKLYN, March 31, 1876.

Statement of the Debt of the City of Brooklyn on the above date:

PERMANENT LOANS.

Permanent Water Loan.....	\$10,815,000 00
Mount Prospect Square Loan.....	90,000 00
Wallabout Bay Improvement Loan.....	589,000 00
Nat. Guard and Vol. Firemen's loan.....	27,000 00
Soldiers Aid Fund.....	552,000 00
Kent ave. Basin.....	427,000 00
New York Bridge Bonds.....	3,000,000 00
Brooklyn City Bonds for New York and Brooklyn Bridge.....	1,000,000 00
Prospect Park Bonds.....	9,234,000 00
Deficiency Bonds prior to 1872....	319,000 00
	\$26,053,000 00
Less amount in Sinking Fund....	4,084,470 15
	\$21,968,529 85

Temporary Loans to be reimbursed by Assessments levied upon the property benefited:

TITLES.

Local Improvement Loan.....	\$213,000 00
Williamsburgh Loans.....	138,000 00
Third street Improvement Loan....	302,000 00
Gowanus Canal Improvement Loan.....	283,000 00
Bushwick ave. Improvement Loan.....	249,000 00
Union street Improvement Loan....	326,000 00
South Seventh street Improvement Loan.....	298,000 00
Fourth avenue Improvement Loan.....	450,000 00
Bedford ave. Improvement Loan....	278,000 00
Knickerbocker and Central avenue sewer.....	618,000 00
Assessment Fund Bonds.....	3,122,500 00
Assessment Fund Bond, W. & S....	1,883,000 00
Sewerage Fund Bonds.....	1,605,500 00
Boulevard Bonds.....	842,000 00
South Brooklyn Sewerage Fund Bonds.....	103,000 00
	\$10,211,000 00

Total debt of Kings County of every class March 31, 1876, \$3,969,000 00, for which the city is liable to the extent of 19-20, which will show the liability of the city on account of the County debt to amount to.....

Tax Certificates issued in anticipation of the payment of taxes in course of collection. Tax Certificates.....

The above comprise the total liabilities of the city direct and collateral to this date.
(Signed) S. S. POWELL, Comptroller.

Land Communication between England and France.

If the tunnel under the channel should be found impossible of construction, M. Verard de Saint Anne, of the French Academy of Sciences, believes that a railroad is possible, if not to-day, at least in the future. M. de Saint Anne shows that, according to the best hydrographical charts, four long sand banks, covered with not more than ten feet of water, stretch between Gravelines and

Ramsgate. Ultimately, the member of the Academy of Sciences insists that they will form a dike

stretching across the channel, and allowing the Atlantic tides to pass, but as the ebb has much less speed than the flow, the sand washed across will be deposited and continually increased, until in the course of a few centuries, if the work of the sea is left undisturbed, Gravelines and Dunkirk will be inland towns. Then England and France will be only separated by a channel passing between the already existing banks known as the Goodwin Sands and South Falls, and this channel will be scarce wider than the Bosphorus. M. de Saint Anne proposes to give nature a helping hand, by constructing a dike, as Holland is about to do for the purpose of draining the Zuyder Zee. These sand banks then would form the basis of this dike, across which trains and passengers could pass.

Statement of the Public Debt of the United States, April 1, 1876.

	DEBT BEARING COIN INTEREST.	
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$200,000 00	\$3,250 00
6 per cent. 1881 bonds, 1881....	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon), 1881.....	945,000 00	14,175 00
6 per cent. 1881 bonds, 1881....	189,321,350 00	2,839,320 25
6 per cent. 1881 bonds, 1883....	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864....	194,566,300 00	810,992 92
6 per cent. 5-20 bonds, 1865....	150,588,650 00	3,763,966 25
6 per cent. consols, 1865.....	202,663,100 00	3,089,946 50
6 per cent. consols, 1867.....	310,622,760 00	4,659,341 25
6 per cent. consols, 1868.....	37,473,800 00	562,107 00
5 per cent. funded loan of 1881.....	516,211,300 00	4,298,427 50

Aggregate of debt bearing coin interest.....\$1,695,637,250 00 \$21,387,951 67
Interest due and unpaid.....4,638,788 75

DEBT BEARING INTEREST IN LAWFUL MONEY.

8 per cent. navy pension fund, 1868.....\$14,000,000 00 \$105,000 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.		Interest due and unpaid.	
4 to 6 per cent. old debt, 1837.....	\$57,665 00		\$64,174 51	
6 per cent. Mexican indemnity stock, 1846.....	1,104 91		85 74	
6 per cent. bonds, 1847.....	1,250 00		22 00	
6 per cent. bounty land scrip, 1847.....	3,400 00		216 55	
6 per cent. Texas indemnity bonds, 1859.....	21,000 00		3,045 00	
6 per cent. bonds, of 1858.....	15,000 00			
6 per cent. bonds, 1860.....	10,000 00		625 00	
6 per cent. 5-20 bonds, called 1862.....	1,412,750 00		23,318 10	
6 per cent. 5-20 bonds, called March, 1864.....	20,200 00		1,534 25	
6 per cent. 5-20 bonds, called June, 1864.....	6,503,800 00		105,244 84	
6 per cent. 5-20 bonds, called 1866.....	682,450 00		12,114 16	
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35		2,670 76	
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00		206 00	
6 per cent. treasury notes, 1847.....	950 00		57 00	
3 to 6 per cent. treasury notes, 1857.....	1,900 00		105 00	
6 per cent. treasury notes, 1861.....	3,150 00		378 00	
7 3-10 per cent. 3 years' treasury notes, 1861.....	17,050 00		1,198 43	
5 per cent. 1 year notes, 1863.....	62,005 00		3,112 35	
6 per cent. 2 year notes, 1863.....	45,200 00		2,800 68	
6 per cent. compound interest notes, 1863-64.....	336,700 00		67,827 61	
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	186,150 00		13,225 52	
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00		313 48	
4 to 6 per cent. temporary loan, 1864.....	3,060 00		256 06	
3 per cent. certificates called.....	5,000 00		394 31	

Aggregate of debt on which interest has ceased since maturity.....\$9,183,360 26 \$302,925 65

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$68,397 50
Legal tender notes, 1862-63....	370,755,248 00
Certificates of deposit.....	34,230,000 00
Fractional currency, 1862-3-4.....	42,604,893 71
Coin certificates, 1863.....	32,337,000 00
Unclaimed interest.....	20,444 84

Aggregate of debt bearing no interest.....\$479,996,129 21 \$20,444 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$984,999,650 00	
Bonds at 5 per cent.....	710,087,500 00	
	\$1,695,087,250 00	\$26,026,740 45
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.....	14,000,000 00	105,000 00
Debt on which interest has ceased since maturity.....	9,183,360 26	302,925 65
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$370,822,645 50	
Certificates of deposit.....	34,230,000 00	
Fractional currency.....	42,604,893 71	
Coin Certificates.....	32,337,000 00	
	\$479,996,129 21	
Unclaimed interest.....		20,444 84
	\$2,198,216,749 27	\$28,455,110 94
Total debt, principal and interest to date, including interest due and unpaid.....		\$2,224,671,860 41
AMOUNT IN TREASURY.		
Coin.....		\$73,756,794 42
Currency.....		5,965,626 11
Special deposit held for redemption of certificates of deposit as provided by law....		34,230,000 00
		\$113,952,420 53
Debt, less amount in Treasury, April 1, 1876.....		\$2,110,719,439 88
Debt, less amount in Treasury, on the last ult. 2,114,960,306 80		

Decrease of debt during the past month... \$4,240,866 92
Decrease of debt since June 30, 1875..... 17,969,286 44

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$389,276 80
Kansas Pacific bonds, 1862-64.....	6,305,000 00	94,545 00
Union Pacific bonds, 1862-64.....	27,236,512 00	405,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4.....	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	24,424 80

Totals.....\$64,623,512 00 \$969,352 68

Interest paid by United States, \$20,141,513 06; interest repaid by transportation of mails, &c., \$6,731,012 56; balance of interest paid by United States, \$23,860,500 50.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1876.

B. H. BRISTOW,
Secretary of the Treasury.

The earnings of the Atchison, Topeka and Santa Fe Railroad for March, 1876, were \$180,000, against \$104,000 for March, 1875, an increase of \$76,000. The company now are operating 712 miles of road against 507 last year, an increase of about 2-7ths, which fact should be taken into account in estimating the increase of receipts. Making this allowance it shows an increase of about 30 per cent as compared with last year. The land department shows a very large increase. The sales for the month of March, 1876, were \$71,500, against \$11,858 in 1875. The cash received on account of land in 1876 was \$30,000 against \$8,000 in 1875.

A certificate of incorporation of the South Pacific Coast Railroad Company has been filed with the Secretary of State of California. The object of the company is to build a railroad from the bay of San Francisco, at Potrero Point, San Mateo county, through Santa Clara and Santa Cruz counties to Santa Cruz; length estimated at fifty-five miles. Principal place of business, San Francisco. Directors—Alfred E. Davis, Edward Barron, Seth Cook, George W. Kidd, Joseph Clark, J. B. Robertson, Cary Peebles. Ten per cent of the capital stock subscribed is paid in, amounting to \$100,000. Capital stock, \$1,000,000, in 10,000 shares of \$100 each.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	Jan. '76 24	Long Island 50	8,000,000	M. & S.	May '73 10	Vermont and Mass. 100	12,800,000	A. & O.	Apl. '76 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '75 2	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '75 3
Atlantic and Gulf 100	8,893,200	M. & N.	Nov. '73 24	..... pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley 100	225,000	A. & O.	Apl. '72 24
Atlantic and St. Law. 100	39,494,900	M. & S.	Mar. '76 3	Louisville & Nashville. 100	5,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '76 4
..... new 1870. 100	1,500,000	A. & O.	Jan. '75 ..	Louisv., N. Alb. & Ohl. 100	3,000,000	J. & D.	Dec. '70 3	West Jersey 100	1,559,750	F. & A.	Feb. '74 4
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '75 ..	Lowell and Lawrence 100	200,000	A. & O.	Apl. '75 3	Winchester & Potomac. 100	180,000	J. & J.	Jan. '76 3
Baltimore and Ohio 100	15,151,922	M. & N.	Nov. '75 5	Lykens Valley 100	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg. 100	600,000	J. & J.	July '75 24
Washington Br. 100	1,650,000	A. & O.	Apl. '75 5	Macon and Western 100	2,500,000	J. & J.	July '75 5	Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '76 34
Berkshire 100	600,000	quarterly	Apl. '76 14	Maine Central 100	3,430,500	M. & N.	Nov. '75 5				
Blossburg & Corning. 50	250,000	J. & D.	Dec. '72 24	Manchester and Law. 100	1,000,000	M. & N.	Nov. '75 5				
Boston and Albany 100	20,000,000	M. & N.	Nov. '75 5	Marquette & Cincinnati. 50	1,408,912	M. & S.	Sep. '66 34	Albany City 100	110,800	— & —	—
Bos., Cin. & Fitchb. pref. 100	1,172,000	— & —	Jan. '76 3	..... 1st pref. 50	5,130,719	M. & S.	Sep. '66 34	Baltimore City 25	807,000	— & —	Jan. '76 4
Agricultural Br. guar. 100	60,000	J. & D.	Dec. '75 3	..... 2d pref. 50	4,460,368	F. & A.	Feb. '75 3	Bleeker St. & F. Y. (N.Y.) 25	900,000	— & —	—
Boat, Conc. & Mont. pref. 100	800,000	M. & N.	May '75 2	Massachusetts 100	400,000	F. & A.	Feb. '75 3	Boston and Chelsea 100	110,000	A. & O.	Apl. '76 4
Boston and Lowell 500	3,200,000	J. & J.	Jan. '75 3	Memphis & Charleston. 25	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn) 100	200,000	J. & J.	Jan. '76 5
Boston and Maine 100	6,921,274	M. & S.	Nov. '76 4	Michigan Central 18,738,204	18,738,204	J. & J.	Jan. '73 48	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '76 3
Boston and Providence. 100	4,000,000	M. & N.	Nov. '75 5	Mill Creek & Minehill. 50	323,375	J. & J.	Jan. '75 5	Brooklyn City 100	1,500,000	F. M. A. N.	Feb. '76 3
Boz., Revere B. & Lynn. 100	350,000	quarterly	Mar. '76 2	Milwaukee and St. Paul. 100	15,399,251	J. & J.	Dec. '70 7	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Buffalo, N. Y. and Erie. 100	950,000	F. & A.	Aug. '74 24	..... pref. 100	12,274,458	J. & J.	Apl. '76 14	Brooklyn and Jamaica. 100	488,100	— & —	—
Burlington and Mo. Riv. 100	5,254,263	M. & S.	Sep. '75 5	M. Hill & Schuy. Hav. 50	3,855,450	J. & J.	Jan. '76 24	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 24
..... pref. 100	1,485,900	M. & S.	Sep. '75 5	Morris and Essex 50	14,008,100	J. & J.	Jan. '76 24	Cambridge 100	800,500	A. & O.	Apl. '76 4
Camden and Amboy. 100	5,847,800	quarterly	Apl. '76 24	Nashua and Lowell 100	1,882,900	F. & A.	Nov. '74 4	Can. Park N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2
Camden and Atlantic. 50	577,400	quarterly	Apl. '76 2	Naugatuck 100	1,500,000	M. & N.	Feb. '75 5	Citizens' (Phil.) 50	500,000	J. & J.	Jan. '76 9
..... pref. 50	838,469	quarterly	Apl. '76 2	Nesquehoning York. 100	1,000,000	M. & S.	Mar. '75 5	Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Cape Cod 50	1,020,339	J. & J.	Jan. '72 24	New Bedford 100	1,077,400	M. & N.	Nov. '75 4	Coney Island & Rook. 100	500,000	F. M. A. N.	Aug. '75 2
Cape May and Millville. 50	447,000	J. & D.	June '75 5	N. Castle & Beaver Val. 50	1,500,000	quarterly	Apl. '76 24	O. Dock E. B'dw. & Bat. 100	1,200,000	J. & J.	Jan. '76 6
Calassiqua & Fogsiv. 50	428,900	Novemb.	Nov. '71 6	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	Elizabeth and Newark. 100	200,000	— & —	—
Calawissa 50	1,169,800	— & —	Nov. '75 24	New Jersey 100	7,205,200	quarterly	Apl. '76 24	42nd St. & G. St. Ferry. 100	748,000	M. & N.	May '75 5
..... pref. 50	3,200,000	M. & N.	Nov. '75 24	New London Northern. 100	1,418,800	quarterly	Apl. '76 2	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '76 5
Cayuga and Susq. 100	589,116	J. & J.	July '75 4	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	Apl. '76 2	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '76 4
Cedar Rapids & Mo. R. 100	6,860,400	F. M. A. N.	Feb. '76 1	New York and Harlem. 100	5,500,000	J. & J.	Jan. '76 4	Grand College (Ph.) 50	500,000	J. & J.	July '71 3
..... pref. 100	709,080	F. & A.	Feb. '76 1	N. Y., N. H. & Hartf. 100	1,500,000	J. & J.	Jan. '76 4	Grand St. and Newton. 50	170,000	J. & J.	July '71 2
Central of Georgia 100	4,668,800	J. & J.	July '75 5	N. Y., Provid. & Boston. 100	15,500,000	quarterly	Apl. '76 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '76 4
Central of New Jersey. 100	29,525,000	quarterly	Apl. '76 24	N. Y. Bridge & Oceanside. 100	2,500,000	J. & J.	Jan. '76 2	Heston, Mantau & Fairm. 50	2,650,000	J. & J.	Jan. '75 1
Central Ohio 100	2,425,000	J. & D.	Dec. '75 3	North Carolina 100	1,000,000	J. & J.	Jan. '75 3	Highland 100	200,000	M. & N.	Nov. '75 4
..... pref. 100	400,000	A. & O.	Dec. '75 3	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '07 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Pacific 100	54,275,500	J. & D.	Oct. '75 4	North Pennsylvania 50	3,805,500	F. & A.	Feb. '76 3	Lynn and Boston 100	200,000	— & —	—
Chemung 100	880,000	quarterly	July '75 1	Northern Central 50	5,842,000	— & —	Apl. '76 3	Malden and Melrose 100	200,000	— & —	—
Cheshire, preferred 100	2,155,300	J. & J.	July '75 2	Northern N. Hampsh. 100	3,068,400	J. & D.	Dec. '72 24	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '76 4
Chicago and Alton 100	9,849,100	M. & S.	Mar. '76 4	Northern New Jersey. 100	1,008,400	J. & J.	July '74 4	Middlesex (Boston) 100	400,000	M. & N.	Nov. '75 3
..... pref. 100	2,425,000	M. & S.	Mar. '76 4	Norwich & Worcester. 100	2,004,400	J. & J.	Jan. '76 5	Ninth Avenue (N. Y.) 100	797,320	— & —	—
Chicago, Burl. & Quincy. 100	27,512,842	M. & S.	Mar. '76 3	Ogdensh. & L. Champ. 100	5,077,000	J. & J.	Jan. '76 2	Orange and Newark 100	282,556	— & —	—
Chicago, Iowa & Nebraska. 100	3,912,200	J. & J.	Jan. '76 5	..... pref. 100	2,000,000	A. & O.	Apl. '76 2	Philadelphia City 50	750,000	J. & J.	Jan. '76 5
Chicago & N. Western. 100	14,994,800	J. & D.	Dec. '72 3	Ohio and Mississippi. 100	20,000,000	quarterly	Mar. '75 24	Philadelphia and Darby. 50	200,000	J. & J.	July '71 2
..... pref. 100	21,485,652	J. & J.	July '75 34	Oil City & Allegheny R. 50	4,259,450	J. & D.	Mar. '75 24	Phila. and Gray's Ferry. 50	284,775	J. & J.	Jan. '76 24
Chicago, R. I. & Pacific. 100	25,000,000	A. & O.	Apl. '76 4	Old Colony 100	6,735,900	J. & J.	Jan. '76 34	Phg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 8
Cin., Ham. & Dayton 100	8,500,000	A. & O.	Apl. '73 4	Oswego and Syracuse. 100	482,400	F. & A.	Feb. '76 4	Second Avenue (N. Y.) 100	888,100	J. A. J. O.	July '75 2
Cin., Sand. and Cleve. 50	2,980,550	M. & N.	Nov. '75 2	Pacific of Missouri 100	835,750	quarterly	July '75 1	Second & Third Sts. (Ph.) 40	992,100	J. & J.	July '76 5
..... pref. 50	143,150	M. & N.	Feb. '76 3	Panama 100	7,000,000	quarterly	Jan. '76 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Clev. Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Paterson and Hudson. 100	832,000	J. & J.	Jan. '76 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '74 5
Cleveland & Mahoning. 50	2,057,569	M. & N.	May '74 34	Paterson and Newark. 100	250,000	J. & J.	Jan. '76 4	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Nov. '75 2
Cleveland & Pittsburg. 100	11,234,150	F. M. A. N.	Feb. '76 1	Paterson and Ramapo. 100	249,000	J. & J.	Jan. '76 4	13th & 16th street (Ph.) 50	1,000,000	J. & J.	Jan. '76 2
Columbus and Xenia. 50	1,788,800	M. J. S. D.	Mar. '76 2	Pembler & Hightstown. 50	342,150	J. & J.	Jan. '76 5	23d street (N. Y.) 100	600,000	J. & J.	Jan. '75 4
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '76 4	Pennsylvania 68,114,475	68,114,475	quarterly	Feb. '76 2	Somerville (Boston) 100	98,000	M. & N.	Nov. '75 3
Concord 100	1,500,000	M. & N.	Nov. '75 5	Peoria & Bureau Val. 100	1,300,000	F. & A.	Feb. '76 4	South Boston 100	450,000	quarterly	Jan. '76 24
Concord and Ports. 100	350,000	J. & J.	Jan. '76 34	Philadelphia and Erie. 50	6,004,300	F. & A.	Feb. '76 4	Union (Boston) 100	374,800	J. & J.	Jan. '76 5
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '75 3	..... pref. 50	2,400,000	J. & J.	July '74 4	Union (Phila.) 50	400,000	J. & J.	Jan. '76 8
Connecticut River 100	2,100,000	J. & J.	Jan. '76 4	Phil. Ger. & Norristown. 50	1,028,250	M. J. S. D.	Mar. '76 3	West Philadelphia 50	400,000	J. & J.	Jan. '76 10
Cumberland Valley 100	1,292,950	A. & O.	Apl. '76 5	Philadelphia & Reading. 100	32,725,775	quarterly	Jan. '76 24				
..... 1st pref. 50	241,900	A. & O.	Apl. '76 4	..... pref. 50	1,551,800	quarterly	Jan. '76 24				
..... 2d pref. 50	243,000	A. & O.	Apl. '76 4	Phila. and Trenton 100	1,259,100	quarterly	Apl. '76 24				
Danbury and Norwalk. 50	600,000	J. & J.	Jan. '76 34	Phila., Wil. & Balt. 100	11,535,250	J. & J.	Jan. '76 4				
Delaware 100	1,230,950	J. & J.	Jan. '76 34	Pittsb., Ft. W. & Ohl. 100	19,714,285	quarterly	Apl. '76 1				
Del., Lackaw. & Westn. 100	25,500,000	quarterly	Apl. '76 24	..... pref. 100	2,000,000	quarterly	Jan. '76 1				
Detroit & Milwaukee. 50	822,140	J. & D.	Dec. '69 7	Pittsfield and Keene. 100	450,000	J. & J.	Jan. '76 3				
..... pref. 50	2,098,000	A. & O.	Apl. '76 3	Port and Keenebec. 100	616,700	J. & J.	Jan. '76 3				
Dubuque & Sioux City. 100	6,000,000	J. & J.	Jan. '76 3	Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3				
East Pennsylvania 100	1,309,200	J. & J.	Jan. '76 2	Portl., Saco & Portland. 100	1,500,000	J. & J.	July '76 5				
East Main. 50	392,950	J. & O.	Apl. '76 3	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '76 4				
East Tenn. Va. & Ga. 100	1,068,274	J. & J.	July '73 3	Raleigh and Gaston 100	1,900,000	J. & J.	Jan. '71 6				
Eastern (Mass.) 100	4,991,000	J. & J.	July '73 3	Rensselaer & Saratoga. 100	6,000,000	J. & J.	Jan. '76 4				
Eastern (N. H.) 100	492,500	F. & A.	Aug. '74 24	Roch. & Genesee Val. 110	556,200	J. & J.	July '75 5				
Essex, Jof. & Canand. 100	600,000	M. & N.	Nov. '75 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3				
Essex & Williamsport. 50	600,000	J. & J.	Jan. '76 34	Rutland 100	2,479,700	F. & A.	Feb. '76 34				
..... pref. 50	600,000	— & —	Oct. '73 1	..... pref. 100	4,168,700	F. & A.	Feb. '76 34				
Erie Railway 100	78,000,000	— & —	Oct. '73 1	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
..... pref. 100	8,639,910	— & —	Oct. '73 1	St. L., Alt. & T. Haute. 100	2,300,000	— & —	July '74 3				
Erie and Pittsburg. 100	1,090,250	quarterly	Mar. '76 14	St. L., Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3				
Fitchburg 100	4,000,000	J. and J.	Jan. '76 4	St. L., Kan. C. & North. 100	12,000,000	— & —	—				
Georgia 100	4,200,000	J. and J.	July '75 4	..... pref. 100	12,000,000	— & —	—				
Great Western (Ca.) 100	19,237,404	A. and O.	Apl. '74 14	Saratoga and Schenec. 100	300,000	A. & O.	Apl. '76 34				
Hammond & St. Joseph. 100	4,151,700	Annual.	Aug. '70 24	Schuykill Valley 50	678,050	J. & J.	Jan. '76 24				
..... pref. 100	5,078,224	M. & N.	May '75 5	Seaboard and Roanoke. 100	1,151,400	M. & N.					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	495,413	539,400	406,900		
Atchafalpa, Topeka & Santa Fe:													
1875.....	68,559	78,409	104,000										
1876.....	117,416	133,000	176,000										
Central Pacific:													
1872.....	592,223	571,836	875,762	949,568	1,380,933	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	582,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,264	1,366,984	1,798,468	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,200,000	16,891,019
1876.....	961,000	1,000,000											
Chicago and Alton:													
1873.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,883	497,261	540,756	431,315	352,604	5,156,326
1874.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1875.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1876.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
Chicago and Northwestern:													
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,949	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	823,469	671,784	970,064	1,024,389	1,164,459								
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273											
1876.....	527,000	518,000											
Clev., Col., Cin. & Ind.:													
1872.....	340,791	330,022	372,974	381,113	373,619	341,104	326,268	401,253	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,356	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039				
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	637,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126											
Kansas Pacific:													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,737	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,143,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,363	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,575	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Michigan Central:													
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,504	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209								
1876.....	518,567	548,669											
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
1875.....	198,099	204,539											
1876.....	256,459	254,723											
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	293,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.....	245,989	244,933	309,908	273,441	257,971	256,772							
1876.....	315,795	293,039											
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,099	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733		
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	
St. Louis, Kans. C. & North'n:													
1875.....	208,088	284,289											
1876.....	246,535	196,155											
Toledo, Wab. & Western:													
1871.....	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,738,666
1872.....	429,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873.....	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	431,296	5,738,905
1874.....	423,343	400,984	404,699										

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.				Market Price.
		Rate.	Payable.	When Payable.		
National Securities, Apl. 1, 1876.						
Loan of June 14, 1868.....registered	\$200,000	5	Jan. & July.	1874		
Loan of February 8, 1861.....registered	13,794,000	6	Jan. & July.	1880	121	
.....coupon	4,621,000	6	"	1880	122	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881		
Loan of July 17, and Aug. 5, 1861.....registered	126,042,700	6	Jan. & July.	1881	124	
.....coupon	83,276,650	6	"	1881	125	
Loan of Feb. 25, 1862 (5-20s).....registered	53,705,150	6	May & Nov.	1882		
.....coupon	21,399,850	6	"	1882		
Loan of March 3, 1863.....registered	53,705,150	6	Jan. & July.	1882	121	
.....coupon	21,399,850	6	"	1882	122	
Loan of March 3, 1864 (5-20s).....registered	33,930,450	6	May & Nov.	1884		
.....coupon	116,626,200	6	"	1884		
Loan of March 3, 1865 (5-20s).....registered	33,930,450	6	May & Nov.	1885	115	
.....coupon	142,068,700	6	"	1885	116	
.....2d series (5-20s).....registered	91,487,400	6	Jan. & July.	1885	117	
.....coupon	219,136,850	6	"	1885	118	
.....5d series (5-20s).....registered	14,747,000	6	Jan. & July.	1885	119	
.....coupon	22,728,800	6	"	1885	120	
.....4th series (5-20s).....registered	14,747,000	6	Jan. & July.	1885	121	
.....coupon	22,728,800	6	"	1885	122	
Loan of March 3, 1864, (10-40s).....registered	52,805,200	5	Mar. & Sept.	1904	117	
.....coupon	221,928,200	5	"	1904	118	
Consols of July 14, '70 & Jan. 20, '71 registered	29,283,360	5	F. M. A. & N.	1881	119	
.....coupon	9,183,360	5	"	1881	120	
Debt matured and without interest.....(var.)	14,000,000	4	"	Irred.		
Navy Pension Fund of July 23, 1863.....(cur.)	64,622,512	4	Jan. & July.	1875		
Certificates of Indebtedness 1870.....(cur.)	370,823,645	4	"	1875		
Pacific R. R. Bonds (registered).....(currency)	42,604,894	4	"	1875		
United States Notes		4	"	1875		
Fractional Currency		4	"	1875		
State Securities, latest dates.						
Alabama—(\$31,970,810):						
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	35	
.. Bonds (new), 1866, '68, '72 and '73.....	2,312,700	5	Jan. & July.	'86-'93	36	
.. Bonds (new), 1874.....	841,000	7	"	1894		
.. R. R. Loans (\$2,300,000) & endorsements.....	15,061,000	8	"	'90-'91		
Arkansas—(\$12,738,986):						
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	40	
.. Lowe bonds (warrants), 1871.....	1,450,000	7	"	1900		
.. Efficiency Bonds, 1872.....	800,000	7	"	1892		
.. Bonds (for \$2,500,000), 1875.....	800,000	7	"	1895		
.. Railroad A bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	15	
California—(\$3,396,500):						
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	115	
.. Relief Fund bonds, 1863.....	95,500	7	"	1883		
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885		
.. Funding bonds, 1875.....	2,801,000	6	"	1893		
Connecticut—(\$6,014,000):						
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	106	
.. War Loan bonds (30 yrs), 1863 and '64.....	2,195,500	6	"	'83-'84		
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894		
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	"	1885		
Delaware—(\$1,231,000):						
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885		
District of Columbia—(\$12,790,000):						
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892		
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893		
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	3.5	Feb. & Aug.	1924	70	
Florida—(\$6,431,767):						
.. State bonds, 1871.....	256,000	7	Jan. & July.	1891		
.. Consolidated (gold) bonds of 1873.....	609,200	6	"	1903		
.. Loan (J. P. & M. B. R. R.) gold bonds, 1870.....	4,000,000	8	"	1890		
Georgia—(\$19,823,000):						
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'86	95	
.. Bonds, act March 12, 1868.....	5,000,000	7	Jan. & July.	1886		

AMERICAN RAILROAD BOND LIST.

* Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	1st Mortgage, (gold) ..	5,000,000	7	Feb. and Aug.	Boston.	91-92	115
2d Mortgage.....	2,973,000	8	"	"	1889	....	Currency bonds of Feb. 1, 1872.						
Receiver's Bonds.....	1,200,000	7	"	"	1889	....	Boston, Clinton and Fitchburg:						
Alabama and Georgia:							1st Mortgage (Agricultural Br.) ..	400,000	8	Jan. & July.	Boston.	1884	85
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
Alabama Central:							1st Mortgage (Consolidation)....	252,000	7	"	"	1890	92
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
Albany and Susquehanna:							Boston, Concord and Montreal:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115 1/4	Sinking Fund Mortgage.....	543,000	8	Jan. and July.	Boston.	1889	87 1/4
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	112	Consol. Mortgage for \$2,000,000.	985,000	7	Jan. and July.	Boston.	1893	103
3d Mortgage.....	434,000	7	May & Nov.	"	1881	104 1/4	344,500	8	"	"	1893	....
Albany Loan.....	933,000	6	"	"	1895	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1890	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	22 1/2
Allegheny Valley:							1st Mortgage, guar. by Erie.....	6,000,000	7	"	"	1900	26 1/2
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	100	Mass. L. (sec'd by \$1,000,000 Bcr.)	3,600,000	7 1/2	"	Boston.	1889	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	....	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	100	Bonds (Wharf Purchase).....	300,000	8	Apr. and Oct.	Boston.	1879	....
Funding Income Bonds (guar.)	5,000,000	7 1/2	"	"	1894	56 1/4	Bonds of 1872 for \$1,900,000....	999,200	7	"	"	1892	104
American Central:							Boston and Maine:						
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Bonds of 1893 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	92-94	110
Androscoggin:							Boston and New York Air Line:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100 1/4
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	106 1/4
1st Mortgage.....	1,200,000	7 1/2	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashtabula, Youngstown & Pitts:							1st Mort. (gold) end. by Ga. tax fr.	3,380,000	6 1/2	Apr. and Oct.	New York.	1903	....
1st Mortgage.....	1,500,000	7 1/2	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7 1/2	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7 1/2	Jan. & July.	New York.	1899	80	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,374,500	7 1/2	April & Oct.	Boston.	1900	73 1/4	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7 1/2	Jan. & July.	"	1902	....	Mort. bonds (" ") ..	300,000	7	March & Sept.	"	1886	....
Consol. Second Mort. (gold).....	976,000	7 1/2	April & Oct.	N. Y. or Bost.	1903	....	Mort. bonds (" ") ..	3,000,000	7	Apr. and Oct.	"	1898	105
Income bonds.....	475,000	12	Jan. & July.	Boston.	1902	102 1/2	Buffalo and Jamestown:						
Atlanta and Richmond Air Line:							1st Mortgage.....	1,000,000	6 1/2	"	New York.	1902	....
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1900	00	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (gold).....	14,922,200	7 1/2	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7 1/2	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6 1/2	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	28,783,000	7 1/2	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1892	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, atg. skg. fund.....	5,430,000	7 1/2	May & Nov.	N. Y. & Lond.	1919	49
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mort., (gold) Mil. Div.....	2,300,000	7 1/2	Feb. and Aug.	"	1902	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,680,250	7	April & Oct.	N. Y. & Bost.	1893	109 1/4
1st Mort. (gold) for \$5,000,000....		7 1/2	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	304,500	8	Jan. & July.	"	1884	106 1/4
2d Mort. to State (no int. till '80).	4,000,000	7	"	"	1901	....	Stock (common) Bonds.....	409,600	8	"	"	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,829,000	6 1/2	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,215,000	8	Jan. & July.	N. Y. & Bost.	1894	102 1/4
2d Mortgage for \$3,000,000 (gold)	2,015,500	6 1/2	May & Nov.	"	1891	....	Bonds convertible until 1892....	500,000	8	"	Boston.	1893	90
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6 1/2	Jan. & July.	"	1888	61 1/4	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,190,000	6 1/2	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6 1/2	"	"	1901	....	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	755,000	10	June & Dec.	"	1883	....	1st Mort. (R. R. and lands) S. F.	3,000,000	7 1/2	Jan. & July.	New York.	1891	....
Income Bonds (for funding).....	529,600	6 1/2	"	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1863.	484,000	6 1/2	May & Nov.	"	1878	....	1st Mortgage, gold.....	3,500,000	7 1/2	April & Oct.	N. Y. & Lond.	1900	....
2d Mortgage (sterling) of 1864....	1,500,000	6 1/2	April & Oct.	"	1884	....	2d Mortgage.....	1,500,000	7 1/2	Jan. & July.	"	1898	....
3d Mortgage (sterling) of 1871....	715,000	6 1/2	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., & L.	73,000	6	"	Portland.	1885	....	1st Mortgage, sinking fund.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7 1/2	"	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	First Income bonds.....	1,000,000	10	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,000,000	6 1/2	"	"	....	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-50.....	679,500	6	Jan. & July.	Baltimore.	1880	103 1/4	Loan of 1885.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	101 1/4
Loan of 1853-55.....	1,710,000	6	April & Oct.	"	1885	104 1/4	Loan of 1889.....	865,000	6	June & Dec.	Princeton.	1889	100
Loan of 1855-90 (Balt.) skg. fd....	3,253,026	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105
Loan of 1870-95 (etc.) skg. fund....	3,348,958	6 1/2	March & Sept.	London.	1895	....	Sterling Loan, S. F. (\$202,000).	1,285,080	6 1/2	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (etc.) S. F.....	9,198,552	6 1/2	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (etc.) S. F.....	9,676,000	6 1/2	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1895	105
3d Mort. (N. W. Va. R.R.) ass'd	110,000	6	Jan. & July.	Baltimore.	1885	100	2d Mortgage.....	500,000	7	April & Oct.	"	1879	103
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6 1/2	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	96
1st Mortgage (R. R.) gold guar....	3,000,000	6 1/2	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd) d for \$9,000,000	9,000,000	7 1/2	Jan. & July.	New York.	1906	67
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	96
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	300,000	7 1/2	Jan. & July.	"	1902	....
Belfast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	75
Bellefonte and Snow Shoe:							2d Mortgage—Income Bonds....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	"	Philadelphia.	1883	....	Carthage and Burlington:						
Belleville and Indiana:							1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	107 1/4
1st Mort., ass'd by C. O. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Bellefonte and Southern Hills:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., guar. by St. L. & P. H.	1,100,000	8	April & Oct.	New York.	1896	93 1/4	1st Mortgage (new).....	1,360,000	7	"	"	1900	106
Belleville and Madison (C. & N. W.)							Chattel Mortgage.....	209,850	6 1/2	May and Nov.	"	1888-89	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7 1/2	June and Dec.	New York.	1901	75
1st Mortgage (guar. by U. & C.)	1,600,000	6	June & Dec.	New York.	1877	103	Cazenovia and Canastota:						
2d Mortgage (A. Co. and.....)	499,500	6 1/2	March & Sept.	Philadelphia.	1885	99	1st						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	94	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	94	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
Central Branch Union Pacific:							Chicago and Milwaukee Railway:						
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1896	....	1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1896	101
2d Mortgage Government's aid.	1,000,000	6	Jan. & July.	"	1896	....	Chicago and Mich. Lake Shore:						
Central of Georgia:							1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1890	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of Iowa:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1890	....	Chicago, Milwaukee and St. Paul:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
Central of L. I. (Flush. N. C. & C.)							2d Mort. (")	1,191,000	7	April & Oct.	"	1884	98
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1874	....
Central of New Jersey:							1st Mort. (East. Div. Palmer)	781,500	8	May & Nov.	"	1897	93
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1902	100	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	113	1st Mort. (Minnesota Central.)	190,000	7	"	"	1902	101
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	4,000,000	7	"	"	1899	97
Loan of L. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	1,008,000	7	"	"	1898	116
Consol. Mort. for \$25,000,000....	11,000,000	7	"	New York.	1899	100	2d Mort. (")	3,674,000	8	Feb. & Aug.	"	1899	97
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	1,315,000	7.5	"	"	1892	84
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	100	1st Mort. (Mil. and Western)...	1,250,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	234,000	7	Jan. & July.	"	1885	....
1st Mort., 30 years bonds, (gold).	25,781,000	6	Jan. & July.	New York.	1883	107	Equipment and Bridge Bonds....	148,500	7	"	"	1888	....
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	105	Consol. Mort. for \$35,000,000...	1,039,000	7	Jan. & July.	"	1894	88
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	112	Chicago and Northwestern:						
2d Mort. (Govern't Subsidy).....	25,885,000	6	"	U.S. Treasury.	1885	99	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	107
1st Mort. (Western Pacific) gold	2,785,000	6	"	New York.	1889	100	General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1886	104
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	1888	94	Funded coupons (193 m.) ..	740,300	7	May & Nov.	"	1885	106
1st Mort. (S. Fr. Okld. & Ala.)...	500,000	6	"	"	1890	93	Appleton Ext. (23 m. & 75,000 ac.)	144,000	7	Feb. & Aug.	"	1886	90
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	93	Green Bay Ext. (26 m. & 75,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6	"	"	1900	99	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1892	106
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	16	Mississippi River Bridge.....	186,000	7	"	"	1884	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	4	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1893	102
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	50	Consol. s'kg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	104
Income and Extension Bonds....	1,008,600	8	May & Nov.	"	1902	60	General Consol. Gold Bonds...	9,768,000	7	"	"	1902	92
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	77	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
Equipment Mort. (")	1,000,000	8	"	"	1891	58	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	39	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	101
Missisquoi R.R. (")	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	"	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. s.f. (Chi. & N. Pac. Al. R.)	25,000 pm	7	June & Dec.	New York.	1902	....
Funded interest on 1st Mort....	167,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	....	Chicago and Paducah (C. B. & Q.)						
Charters:							1st Mortgage \$28,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (C.B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1899.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage s'kg fund.....	9,000,000	7	Jan. & July.	New York.	1896	109
Cherry Valley, Sharon and Alb.							Chi. & Southw'n (C. R. I. & Pac.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st M. (gold) s'kg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	35	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	1902	....	1st Mort. gold, s'kg fd for \$410,000	.....	7	Jan. & July.	New York.	1902	....
2d Mortgage Income.....	100,000	6	"	"	1890	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	918,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....
Income (") coupon.....	160,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Funded interest, coupon.....	160,500	8	"	"	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	177-80	96	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	100
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:							2d Mortgage of 1863.....	500,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	107	1st Mortgage, guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage.....	2,338,000	7	Jan. & July.	"	1893	164	Cincinnati, Lafayette and Chi.						
3d Mortgage Income.....	1,087,000	7	April & Oct.	"	1883	106	Consolidated Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stig. each).	2,919,900	6	Jan. & July.	London.	1903	....	1st Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	104	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort., guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,800,000	7	Feb. & Aug.	"	1900	97	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage s'kg fund.....	3,571,000	8	Jan. & July.	New York.	1883	114	Cincinnati, Richmond & Chicago:						
Trust Mortgage, s'kg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	108	2d Mortgage " " "	65,000	7	"	"	1889	....
Bond of 1878, Sinking Fund....	2,391,478	7	Jan. & July.	Boston.	1895	88	Cinc. Rich. & Ft. Wayne (G. R. & L.)						
Consol. Mortgage for \$50,000,000.	5,428,000	7	June & Dec.	"	1903	110	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
1st Mort. (Am. Cen. R.R.) guar.	515,000	8	"	New York.	1878	104	Cincinnati, Sandusky and Clev.						
1st Mort. (Car. and Burl.) guar.	503,500	8	May & Nov.	"	1879	109	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	71
1st Mort. (Dix. Pec. & Han.) guar.	783,000	8	Jan. & July.	"	1889	101	1st Mort. (San. Day. & Cin.) S. F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	933,000	8	April & Oct.	Boston.	1890	104	1st Mort. (San. City and Ind.) S. F.	850,000	7	March & Sept.	"	1877	80
1st Mort. (Keok. & St. Paul) guar.	864,500	8	"	"	1879	108	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York.	1901	....
1st Mort. (O. & P. R. V.) guar.	1,131,000	8	Jan. & July.	N.Y. & Bos.	1900	....	Cincinnati and Springfield:						
1st Mort. (Pec. and Han.) guar.	571,000	8	"	New York.	1878	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (Quincy & W.) guar.	754,000	8	"	N.Y. & Bos.	1890	104	2d Mortgage.....	588,256	7	Jan. and July.	"	1902	....
2d Mort. (Northern Cross) gold.	841,000	4	"	Frankfort.	1890	....	Cincinnati, Wash. and Mich.:						
Chicago and Canada Southern:							1st Mortgage for \$16,000 p. m....	2,000,000	7	Jan. and July.	New York.	1891	....
1st Mortgage.....	2,467,000	7	Apr. and Oct.	New York.	1902	....	Clev. Col. Cin. & Indianapolis:						
Chicago, Cincinnati and Louisville:							1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	111
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mort. (C. C. and C. R. R.)...	248,000	7	June & Dec.	"	1874-84	....
Chicago, Clinton and Dubuque:							1st Mort. (Bell. and Ind. R.R.)...	448,000	7	Jan. and July.	"	1899	....
1st Mort. guar. C. B. & Q....	1,000,000	8	June & Dec.	Boston.	1898	....	Consol. Mortgage for \$7,500						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburgh (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,320,000	8	May and Nov.	New York.	1902	94 1/2
4th (now 3d) Mortgage guar.....	1,098,000	6	" "	" "	1892	104	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1906	110 1/2	1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	106	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	103	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (" ")	800,000	7	April & Oct.	" "	1886	103	1st Mortgage (on Branches)....	575,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	44 1/2
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Lansing and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	50	2d Mortgage (" ")	1,000,000	8	" "	" "	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1900	17 1/2	1st Funded Coup. (D. & M.R.R.)...	625,924	7	Jan. & July.	" "	1875	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	2d Funded Coup. (" ")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'98-'96	65	1st Mort. (Det. & Pontiac R.R.)...	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	244,400	7	Jan. & July.	" "	" "	....	2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1878	....
1st M., a.f. (" ")	39,550	7	May & Nov.	" "	1896	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & Sept.	" "	1886	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	101 1/2
2d Mortgage (Ind. Cent.).....	680,500	7	" "	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Loganap't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income (" ")	74,024	7	" "	" "	" "	....	Dubuque and Sioux City:						
1st Mort. (Union & Loganaport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	75,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	370,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	289,500	6	June & Dec.	" "	1876	....	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	607,500	7	" "	" "	'76-'81	97 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	" "	1876	90	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1875	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	98
Connecticut Valley:							2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	'80-'85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	" "	" "	1879	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	97 1/2	Eastern (Mass.):						
Cooperstown and Busq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865.....	160,000	8	April & Oct.	" "	1885	....
Cowanesque Valley:							Loan of 1867.....	959,000	7	March & Sept.	" "	1887	501
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	1,000,000	6	March & Sept.	" "	'88-'89	....
2d Mortgage.....	180,000	7	May & Nov.	" "	1882	....	Loan of 1869.....	500,000	6	May & Nov.	" "	1889	524
Cumber'd & Penn. (Consol. Coal):							Ten year coupon notes.....	1,163,000	7	" "	" "	1892	524
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	2,513,500	7	" "	" "	'83-'84	524	
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	" "	1884	524
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	2,875,048	6 1/2	March & Sept.	London.	1885	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	" "	" "	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1886	....
Plain bonds.....	81,900	6	" "	" "	1884	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Glazebethdown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1876.....	200,000	7	" "	" "	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	2902	624
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.....	300,000	7	" "	" "	1886	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	111
Danv., Urb., Bloom'gton & Pekin:							2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	102 1/2
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1900	....	3d Mortgage.....	4,552,000	7	" "	" "	1883	105
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	105 1/2
Dayton and Michigan (O.H. & D.):							Buffalo Branch, 1st mortgage....	182,500	7	Jan. & July.	" "	1891	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1876	....
2d Mortgage, guar.....	441,000	7	March & Sept.	" "	1884	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	" "	NY & London.	1920	....
3d Mortgage, guar.....	356,000	7	April & Oct.	" "	1888	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'86-'94	....	Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Income Bonds.....	252,445	6	" "	" "	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (" ")	495,000	6 1/2	Jan. & July.	" "	1906	....	Bangor City Bonds (1st m. 65 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1884	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 65m)	2,000,000	6 1/2	March & Sept.	" "	1899	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	New Mortgage for \$5,000,000....						
Delaware (P. W. and Balt.):							Evansville and Crawfordsville:						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1885	....	1st Mortgage (\$1 miles) skg. fund	802,000	7	Jan. & July.	New York.	1887	....
1st Mortgage extension.....	100,000	6	" "	" "	1880	....	1st Mortgage (100 m.).....	635,600	7	May & Nov.	" "	1887	....
Delaware State Loan.....	170,000	6	" "	" "	1876	....	1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1890	....
Delaware, Lackaw. & Western:							Evansville, Terre Haute & Chl.:						
1st Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	116	1st Mortgage, gold.....	775,000	7 1/2	May & Nov.	New York.	1900	....
Convertible Bonds.....	2,800,000	7	June & Dec.	" "	1892	113	Fall River, Warren & Prov. (B. & P.):						
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....	1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
1st M. Ext. (" ")	400,000	7	March & Sept.	" "	1885	....	Fitchburg:						
2d M. Ext. (" ")	300,000	7	May & Nov.	" "	1880	....	Bonds of 1874 for \$4,000,000....	500,000	7	April & Oct.	Boston.	1894	112 1/2
Denver & Boulder Val. (Den. Pac.):							First and Free Mortgage:						
1st Mortgage.....	550,000	7 1/2	May & Nov.	Kansas City.	1900	....	1st Mort. Land Gr. (2d series)....	2,210,000	8	March & Sept.	New York.	1888	....
Denver Pacific:							1st Mort. Land Gr. (1st series)....	425,000	8	May & Nov.	" "	1882	....
1st Mortgage gold, land grant....	2,490,000	7 1/2	May & Nov.	New York.	1899	First & Holly St. F. (2d series) p.p.	100,000					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	100 1/2
Fishing, North Side and Central:							2d Mortgage.....	287,500	7*	Feb. & Aug.	"	1875	104
1st Mort. (Fishing and N. Side.)	1,225,000	7	May & Nov.	New York.	1891	....	Consolidated Mortgage.....	1,375,000	7*	April & Oct.	"	1895	80
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Extension.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	.....	London.	.....	....	Sterling Bonds, Sinking Fund...	4,702,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. & C.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	6	April & Oct.	Boston.	1890	100 1/2
Fort Wayne, Jackson & Baginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	35
Franklinham and Lowell:							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	2d Mortgage.....	1,500,000	8	"	"	1890	11 1/2
2d Mortgage.....	150,000	8	"	"	1888	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,900	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S. C. & P.):							1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	70
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co...	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv. Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7	Jan. & July.	"	1900	68
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,403,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, a. f. id., guar. ...	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
Georgia (and Banking):							Equipment Bonds, registered...	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)...	554,500	7	Jan. & July.	Augusta.	78-90	....	1st Mort. (Ind'polis & Cin.) 1888	1,600,000	7	April & Oct.	"	1889	....
Alhman, Clinton & Springfield:							1st Mortgage (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	240,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	375,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage (236 m.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessee...	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessee...	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
Postal & Military B'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,337,808	11,839,940	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, a. f. fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture \$3,111,500	15,557,500	.....	.....	Ottawa.	.....	....	Jackson, Lansing & Baginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,517,000	8	Jan. & July.	New York.	1885	92 1/2
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ex't.) guar.	810,000	8	May & Nov.	"	1890	86
Mortgage Bonds \$547,000.....	2,785,000	5 1/2	April & Oct.	"	77-78	....	2d Mortgage.....	158,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	6,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78 1/2
Debenture Bonds \$1,743,160...	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1886:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	90	Jacksonville, Pensac. and Mobile:						
2d Mort.	2,500,000	7	May & Nov.	"	1893	64 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1890	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jameson & Frank (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,425,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	71
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1899	....
1st Mortgage (Construction)...	1,880,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	104	1st Mortgage a. f. fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	87-88	104	junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	76 1/2	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	102 1/2
1st Mort. (Q. & Palm R. R. 15 m.)	506,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	8	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R. R. 15 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	108	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1883	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	102 1/2	1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Hartford, Providence and Fishkill:							Kalamazoo & S. Haven (M. Can.):						
1st Mort. (R. L. 26.32 m.) a. f. fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mortgage guar. by lessee....	710,000	8	May & Nov.	New York.	1889	....
1st Mort. (Conn. 26.04 m.) a. f. f. d.	1,574,500	7	"	"	1876	....	2d Mortgage.....	70,000	8	"	"	1889	....
Holly, Wayne & Monroe (P. & M.):							Kalamazoo & White Pigeon:						
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	83 1/2
Holyoke and Westfield:							Kansas City and Cameron:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	92 1/2
Houston:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	1st Mort. (Q. B. & St. Jo. 82 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	2d Mort. (")	150,000	10	"	"	1878	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	....	1st Mort. (St. Jo. & CR. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	....
Equipment Bonds.....	150,000	7	.....	Bridgeport.	1883	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
Houston and Texas Central:							1st Mort. (")	1,000,000	7*	"	"	1893</	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	....	Bonds to State of Kentucky....	74,510	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 263.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....	2d Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 m.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	1st Mortgage for \$1,000,000....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	8	Jan. & July.	U. S. Treas.	96-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	1st Mortgage (main line 185 m.)	178,000	7	Jan. & July.	New York.	1876	....
Keokuk County (Del.)							1st Mortgage (Memp Br. 46.37 m.)	47,000	7	May & Nov.	Louisville.	1876	....
1st Mortgage for \$600,000.....	400,000	4	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	80-88	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	....
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	833,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.)							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trappeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
LaL. Blooming & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed....	100,000	7	"	"	1887	....
LaL. Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Lake Erie and Louisville:							Macon and Brunswick:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1837	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
Lake Ontario Shore:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Equipment Mortgage.....	160,000	7	"	"	1879	....
Lake Shore & Michigan South'n:							Madison and Portage:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	1st Mort., guar. by Chi. and Sup.	600,000	70	April & Oct.	New York.	1890	....
Consol. Mort., S.F., Reg'd....	6,115,000	7	J. A. J. & O.	"	1900	104	Maine Central:						
Consol. Mort., S.F., Compou....	8,471,000	7	Jan. & July.	"	1900	107	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
2d Consol. Mort. for \$25,000,000	3,529,000	7	June & Dec.	"	1903	97	\$1,110,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1898	91
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Lake Shore Dividend Bonds:							1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1889	102	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	90-91	96
2d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	103	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	....
1st Mort. (Mich. So. & Nor. Ind.)	2,625,000	7	May & Nov.	"	1885	109	Consol. (Port. & Kennebec) Loan	1,104,700	6	"	Boston.	1890	....
2d Mort. (") " " " "	1,565,000	7	Jan. & July.	"	1887	104	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1878	....
1st Mort. (Cleveland & Toledo)	518,000	7	April & Oct.	"	1886	103	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	300,000	7	Jan. & July.	"	1886	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	....	Mansfield & Framing. (C.C. & F.)						
Mort. Bonds (") " " "	2,850,000	7	April & Oct.	"	1898	103	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1899	96
Mort. Bonds (") " " "	924,000	7	Feb. & Aug.	"	1876	101	Marietta and Cincinnati:						
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1887	83	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Schuyl. & Three Rivers)	100,000	8	"	"	1887	....	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	99
1st M. (Kalam. & Gr. Rap.)	840,000	8	"	"	1888	97	4th Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	76
1st M. (Jamestown & Franklin)	460,000	7	"	"	1894	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	Marietta, Pittsburg & Cleveland:						
Lake Shore & Tuscarawas Valley:							1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Marquette, Houghton & Ontonagon:						
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1892	....	1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jan. & Dec.	New York.	1892	....
Elyria and Black Riv. Rds. and	180,000	7	May & Nov.	"	1892	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
Lake Superior & Mississippi:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	42	Massachusetts Valley (C. & P. R.):						
2d Mort. skg fund gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Income Bonds.....	3,200,000	10	"	"	1902	....	Maryland and Delaware:						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Leavenworth, Aich. & N. West'n:							Masonville & Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	10	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mort. (K. O. & San. F.) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	100,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,514,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	78-79	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,200,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	107	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$5,000,000....	6,000,000	7	March & Sept.	"	1910	111	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$4,000,000....	5,000,000	6*	June & Dec.	"	1923	101	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1923	100	1st Mortgage, convertible.....	358,000	8	April & Oct.	Boston.	1882	....
Lewish. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	114
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	5,000,000	7	May & Nov.	New York.	1902	107
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	96
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Little Miami:							Michigan Lake Shore:						
1st Mortgage.....	1,490,000	8	May & Nov.	New York.	1883	....	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Street Connection Bonds.....	528,000	6	Jan. & July.	Cincinnati.	1894	....	Mich. So. and North'n Indiana:						
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....	1st Mort. assum'd by L.S. & M.S.	5,258,000	7	May & Nov.	New York.	1885	100
Little Rock and Fort Smith:							2d Mort. " " " " " "	2,692,000	7	"	"	1877	104
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....	Middletown, Unionv. & W. Gap:						
Land Grant sinking fund.....	3,780,000	7	April & Oct.	"	1905	59	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1888	....
Little Rock, Pine Bl. & N. Orleans:							Midland of Canada:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Little Schuylkill (Phila. & Rdg.):							Midland Pacific:						
1st Mortgage.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	102	1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Logansport, Crawf. & S'wain Ind.:							Mifflin and Centre Co. (Pa.):						
1st Mortgage gold.....	1,500,000	6*	F. M. A. & N.	New York.	1900	....	1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Long Island:							Milwaukee and St. Paul:						
1st Mortgage.....	500,000	8	Jan. & July.	New York.	1875	....	See Chicago, Mil. & St. Paul						
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....	Milwaukee, Lake Sh. & Western:						
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....	1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	....
General Mortgage.....	775,000	7	"	New York.	1889	104	Milwaukee and Northern:						
Louisiana & Mo. Riv. (Ch. & Al.):													

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AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	
			When.	Where.	Due.						When.	Where.	Due.			
Minneapolis & St. L. (Nor. Pac.)	700,000	7	Jan. & July.	New York.	1911	....	....	N.O. Jack & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1890	....	....
1st Mortgage gold, guaranteed.	700,000	7	Jan. & July.	Detroit.	1890	....	....	2d Mortgage for \$3,000,000	1,500,000	8	April & Oct.	"	1890	....	....
Minnesota and North Western:								Consol. Mort. for \$3,000,000	3,000,000	7	Jan. & July.	"	1912	....	....
1st Mort. gold, skg fd & tax free	30,000pm	7	Jan. & July.	"	1890	....	....	New Orleans, Mobile and Texas:							
Mississippi Cent. (N.O. St. L. & C.)	1,012,500	7	May & Nov.	New York.	74-'84	....	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7	Jan. & July.	N.Y. & Lond.	1915	....	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1896	....	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....	....
General Mort. for \$3,000,000 gold	3,700,500	7	May & Nov.	"	1912	....	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....	....
Mississippi, Ouachita & Red Riv.								New York, Boston and Montreal:								
1st Mortgage gold.	2,040,000	7	Jan. & July.	"	1900	....	....	1st Mortgage for \$12,250,000	6,617,500	7	Feb. & Aug.	N.Y. or Lond.	1908	....	....
Mississippi and Tennessee:								New York & Canada (D. & H.C.)	4,000,000	6	May & Nov.	London.	1904	....	....
1st Mortgage	680,000	7	April & Oct.	Memphis.	1876	....	....	1st Mort. for \$300,000, guar.	1,614,000	7	Feb. & Aug.	"	1876	....	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	81-'98	....	....	New York Central & Hudson R.	5,936,625	6	May & Nov.	New York.	1883	105	....
Tennessee State Loan	430,547	8	"	"	"	....	....	Debt Certificates (N.Y. Cent.)	74,500	6	May & Nov.	"	1883	105	....
Mississippi Valley and Western:								Bonds for debts assum'd (N.Y.C.)	592,000	6	"	"	1883	102	....
1st Mortgage \$50,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	....	Bonds for R. & N.F. stg	102,000	6	"	"	1883	102	....
Missouri, Iowa and Nebraska:								Bonds for R. & R. Stocks	102,000	6	"	"	1883	102	....
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	"	1910	....	....	Bonds for Real Estate	2,431,000	6	June & Dec.	"	1887	105	....
Missouri, Kansas and Texas:								Bonds of 1884 renewed	1,794,000	7	"	"	1888	113	....
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6	Jan. & July.	New York.	1899	....	....	2d Mort. (Hudson River) S. F.	1,950,000	7	April & Oct.	"	1891	....	....
1st Mort. (Tebco & Neesho) S. F.	362,000	7	June & Dec.	"	1908	....	....	Bonds of 1871, tax free	3,904,000	7	Jan. & July.	"	1908	122	....
Consol. Land Grant, skg fd gold	10,418,000	7	Feb. & Aug.	"	1904	99	....	1st Mort., coup. for \$300,000,000	9,733,333	6	"	London.	1903	....	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	....	1st Mort., reg'd for \$2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....	....
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	....	Consolidated Mortgage of 1863	108,899	7	Jan. & July.	"	1891	....	....
Missouri River, Ft. Scott & Gulf:								Sinking Fund Mortgage of 1861	6,822,000	7	May & Nov.	"	1900	120	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	....	Consol. Mort. of 1872, coupon	1,000,000	7	"	"	1900	120	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	....	Consol. Mort. of 1872, reg.	2,500,000	7	Jan. & July.	New York.	1902	....	....
Mobile and Girard:								1st Mort. for \$4,000,000	1,000,000	7	"	"	1903	....	....
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	....	New York and Harlem:							
2d Mortgage	300,000	8	"	"	1889	....	....	Consolidated Mortgage of 1863	108,899	7	Jan. & July.	"	1891	....	....
Plain bonds	23,500	8	"	"	1887	....	....	Sinking Fund Mortgage of 1861	6,822,000	7	May & Nov.	"	1900	120	....
Mobile and Montgomery:								Consol. Mort. of 1872, coupon	1,000,000	7	"	"	1900	120	....
1st Mort. endor. by State of Ala.	2,434,000	8	May & Nov.	New York.	1900	....	....	Consol. Mort. of 1872, reg.	2,500,000	7	Jan. & July.	New York.	1902	....	....
2d Mortgage	800,000	8	"	"	1900	....	....	1st Mort. for \$4,000,000	1,000,000	7	"	"	1903	....	....
Mobile and Ohio:								New York and Oswego Midland:								
1st Mortgage Sterling	5,680,000	6	May & Nov.	Mob. & Lond.	1893	....	....	1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1894	....	....
Interest bonds	1,524,300	8	"	"	76-'83	....	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....	....
Sterling Interest bonds	769,920	8	"	"	1893	....	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....	....
Tennessee Substitution Bonds	1,088,000	7	Jan. & July.	N.Y. & Lond.	1901	....	....	3d Mort., Equipment	3,800,000	7	"	"	....	....	....
Special Mort. (Gainesville Brh)	53,000	8	May & Nov.	Mobile.	1877	....	....	1st Mort. (West. Extension)	2,425,000	7	"	"	....	....	....
2d Mortgage	1,433,858	8	March	"	1877	....	....	Consolidated Mortgage	1,200,000	7	"	"	....	....	....
Consol. Mort. for \$15,000,000	977,560	7	Jan. & July.	N.Y. & Lond.	1904	....	....	New York, Providence & Boston:							
Convertible 3 per cent. bonds	977,560	7	M. J. S. & D.	New York.	....	....	....	1st Mortgage	70,000	6	Feb. & Aug.	New York.	1878	....	....
Montclair (N. Y. and O. Mid.)								Improvement Bonds	100,000	7	Jan. & July.	"	1876	....	....
1st Mortgage gold, guar.	1,800,000	7	March & Sept.	New York.	....	....	....	Extension Bonds	250,000	6	May & Nov.	"	78-'81	....	....
2d Mortgage	780,000	7	"	"	....	....	....	General Mort. for \$1,000,000	837,000	7	Jan. & July.	"	1899	....	....
Income Mortgage	888,400	7	"	"	....	....	....	Norfolk & Petersburg (A.M. & O.)							
Montgomery and Erie (Erie):								1st Mortgage	305,000	8	Jan. & July.	New York.	1877	....	....
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....	....	1st Mortgage	157,000	7	"	"	1877	....	....
2d	47,000	7	April & Oct.	"	1887	....	....	2d Mortgage	498,000	8	"	Norfolk.	1896	....	....
Montgomery and Kufaula:								North Carolina:								
1st Mortgage end. by Ala. gold.	1,040,000	8	March & Sept.	New York.	1886	....	....	1st Mortgage	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	....	North Eastern (S. Car.):							
Monticello and Fort Jervis:								1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	....
1st Mortgage gold, tax free	500,000	7	J. A. J. & O.	New York.	1890	....	....	2d Mortgage	226,000	8	"	"	1899	....	....
Morris and Essex (D. L. & W.):								North Missouri (St. L. K.C. & N.):								
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	118	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1896	93	....
2d Mortgage guar.	2,000,000	7	Feb. & Aug.	"	1891	104	....	North Pennsylvania:							
Convertible bonds	384,000	7	Jan. & July.	"	1900	104	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia	1885	164	....
Construction bonds	573,000	7	Feb. and Aug.	"	1899	103	....	2d Mortgage	1,600,000	7	May & Nov.	"	1896	168	....
Gen'l Mt. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	111	....	Chattel Mortgage	360,000	10	April & Oct.	"	1877	102	....
Special Mortgage	1,029,000	7	"	"	1915	108	....	General Mortgage	436,500	7	Jan. & July.	"	1903	104	....
Consol. mort. for \$25,000,000 guar	5,000,000	7	June & Dec.	"	1915	108	....	North Shore (Finch, N.S. & Cent):							
Nashville, Chattanooga & St. Louis:								1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....	....
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	74-'83	82	....	Northern Central:							
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	1913	....	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	....
New Mortgage	5,800,000	7	"	"	1913	....	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	102	....
Nashville and Decatur (L. & N.):								3d Mortgage Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900	103	....
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	....	8d Mort. (York & Cumb.) guar.	1,000,000	7	Jan. & July.	Baltimore.	1877	190	....
2d Mortgage gold	500,000	6	April & Oct.	Nashville.	1887	....	....	Income conv. coupon	3,000,000	7	April & Oct.	Harrisburg.	1880	....	....
Naugatuck:								Income coupon	2,599,000	6	Jan. & July.	Baltimore.	1900	104	....
1st Mortgage	102,000	7	Jan. & July.	Bridgeport.	1876	....	....	Consol. Mort. coupon	2,005,000	6	April & Oct.	"	1900	....	....
Newark & New York (O. of N.J.):								Consol. Mort. registered	2,964,000	6	Jan. & July.	London & Balt.	1904	....	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	....	Consol. General Mort. S. F.	300,000	7	Jan. & July.	Jersey City.	1878	....	....
Newark, Somerset & Stratsville:								1st Mortgage skg fd guar.	40,000	7	Jan. & July.	New York.	1900	171
1st Mortgage gold	880,000	7	May & Nov.	New York.	1889	103	....	Northwestern Virginia:							
New Bedford:								3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston	1881	98	....	Northwestern Union (C. & N.W.):							
New Ipswich for \$300,000	400,000	7	"	"	1894	108	....	1st Mortgage	3,500,000	7	"	New York.	....	....	....
New Haven and Derby:								Norwich & Worcester (B.H. & E.):								
1st Mortgage	525,000	7	Various.	New Haven.	98-'00	....	....	1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....	....
New H. Middletn & Willman:								Construction Bonds	150,000	7	"	"	1877	....	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	....	Nyack and Northern:							
2d Mortgage	2,000,000	7	"	"	1881	....	....	1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....	....
New Haven and Northampton:								Ogdensburg and Lake Champlain:								
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	....	Equipment Mortgage	370,000	8	Jan. & July.	Boston.	1878	93	....
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-'82	....	....	Equipment Mortgage	200,000	8	"	"	1879	95	....
Holyoke and Westfield bonds	200,000	7	"	"	1891	....	....	Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	95	....
New Jersey Midland (N.Y. & O.):								Ohio and Mississippi:								
1st Mortgage gold, guar.	3,000,000	7	Feb. & Aug.	New York.	1895	....	....	Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	98	....
2d Mortgage	1,600,000	7	"	"	1881	....	....	Consolidated S. F. Mortgage	8,617,000	7	"	"	1898	99	....
New Jersey and New York:								Consolidated Mort., Sterling	112,000	7	"	London.	1898	....	....
1st Mortgage	800,000	7	March & Sept.	N.Y. or Lond.	1893	2d Consol. Mort. & S. F. Bonds	3,905,000	7	April & Oct.	New York.	1911	74	
New Jersey Southern:								Income and Fund								

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Old Colony:							Philadelphia, Wilmington & Balt.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	102	Mortgage Loan, convertible	200,000	6	Jan. & July.	Phila. & Balt.	1884	101
Plain Bonds	32,000	5	"	"	1884	99	Loan of 1866	101,000	6	April & Oct.	"	1876	
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867	1,000,000	6	"	"	1887	101
New Bonds for \$3,000,000	1,692,000	7	March & Sept.	"	1884	110	Loan of 1872	700,000	6	"	"	1892	
Cape Cod Railroad Bonds	285,500	7	Feb. and Aug.	"	1881	108	Loan of 1875	639,000	6	"	"	1900	
Omaha and Northwestern:							Plecker Valley (Phila. & Rdp.)						
1st Mort. Land Grant, Gold	16,000 pm	7.3	Jan. & July.	New York.	1901		1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.)						
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1898	90	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1899	
Orange, Alex. & Manassas							1st Mort. (Stenb. & Ind.) conv.	8,000,000	6	Monthly.	New York.	1884	81
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,223,000	7	Feb. & Aug.	Philadelphia.	1890	85
Oregon and California:							Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1918	
1st Mortgage gold	10,950,000	7	April & Oct.	New York.			Pittsburg, Ft. Wayne & Chicago:						
Ozage Valley & Southern Kansas							1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	118
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New York.	1888		1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	
Oshkosh & Miss. (C. M. & S. P.)							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	
1st Mortgage	240,000	8	Jan. & July.	New York.	1891		1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	
Oswego and Rome (R. W. & O.)							1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	
1st Mortgage	500,000	7	May & Nov.	New York.	1916		1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	
Income Mortgage	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series G)	800,000	7	Jan. & July.	"	1912	110
Oswego and Syracuse (D. L. & W.)							2d Mortgage (Series H)	800,000	7	Feb. & Aug.	"	1912	
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885		2d Mortgage (Series I)	800,000	7	March & Sept.	"	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series J)	800,000	7	April & Oct.	"	1912	
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Balt.	1900	106	2d Mortgage (Series K)	800,000	7	May & Nov.	"	1912	
Owensboro' and Russellville							2d Mortgage (Series L)	800,000	7	June & Dec.	"	1912	
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892		2d Mortgage (Series M)	800,000	7	April & Oct.	"	1912	
Pacific of Missouri (Atl. & Pac.)							2d Mortgage	2,000,000	7	Jan. & July.	New York.	1887	
1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1883	91	Construction bonds of Jan. 1, '70	100,000	8	March & Sept.	"	1884	
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	80	Equipment bonds	1,000,000	8	March & Sept.	"	1884	
Income Bonds	700,000	7	Mar. and Sept.	"	1892		Pittsburg, Va. and Charleston:						
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885		1st Mortgage	700,000	7	April & Oct.	New York.	1902	
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892		Pittsburg, Washington & Baltimore:						
1st Mort. (Carondelet Branch)	500,000	6	April & Oct.	"	1893		1st Mort. (Pittsb. & Conn'lville)	4,000,000	7	Jan. & July.	Baltimore.	1896	104
1st Mort. (Leav. Atch. & N.W.)	500,000	7	"	"	1889		2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	
1st Mort. (St. Louis) gold	900,000	6	June & Dec.	"	1899		1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	
Paduach and Memphis							Real Estate Mortgage	100,000	6	"	Baltimore.	1883	
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902		Plymouth, Kankakee & Pacific						
Panama:							1st Mortgage for \$3,600,000	20,000 pm	7	Jan. & July.	New York.	1901	
General Mortgage, sig £597,900.	2,882,330	7	April & Oct.	London.	1897		Port Huron and Lake Michigan:						
Paris and Decatur:							1st Mortgage gold, for \$1,800,000	1,300,000	7	May & Nov.	New York.	1890	
1st Mortgage gold, S. F.	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892		Portland & Ogdensburg (Me. & N.H.)						
Paterson and Newark (Erie)							1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878		Consol. Mort. gold, for \$3,300,000.	749,000	6	May & Nov.	"	1901	50
Pekin, Linc. & Decatur (T.W. & W.)							Portland and Ogdensburg (Vt.)						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage gold, for \$2,300,000.	1,200,000	6	May & Nov.	N.Y. & Balt.	1891	40
Pemberton & Hight (U.C. of N.J.)							Portland and Oxford Central:						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1889	
Peninsular (Mich.) Railway							Portland and Rochester:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899		1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900		1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	
Pennsylvania:							2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104	Port Royal (S. C.)						
General Mortgage, registered	16,099,700	6	"	J. A. J. & O.	1910	104	1st Mortgage gold, skg fd	1,500,000	7	May & Nov.	N.Y. & Lond.	1899	
Consolidated Mortgage	29,250,000	6	"	"	1910	106	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1899	
State lien for \$7,500,000, skg fd	5,007,360	5	April & Oct.	Philadelphia.	1875-90		Portsmouth, Gt. Falls & Conway:						
Pennsylvania Coal:							1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	65
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881		Poughkeepsie and Eastern:						
Pennsylvania and Delaware:							1st Mortgage, conv. & tax free	644,500	7	Jan. & July.	New York.	1910	
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903		2d Mortgage	78,000	7	"	"		
2d Mortgage	519,000	7	April & Oct.	"	1903		Providence and Worcester:						
Pennsylvania and New York (L.V.)							1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1898	109	Stoughton Branch bonds	1,000,000	6	"	"		
1st Mortgage guaranteed	1,500,000	7	"	"	1908		Quincy, Alton and St. Louis:						
Peoria & Bureau Val. (C.R.I. & P.)							1st Mortgage gold	1,000,000	7	May & Nov.	Philadelphia.	1881	
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877		Quincy and Palmyra:						
Peoria & Hannibal (C. B. & Q.)							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
1st Mortgage, traffic guaranteed	571,000	8	Jan. & July.	Boston.	1878	104	Quincy and Toledo (T. W. & W.)						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	60
1st Mortgage, conv. & tax free	1,000,000	7	Jan. & July.	New York.	1894		Quincy & Warsaw (C. B. & Q.)						
2d Mort. conv. & tax free	1,000,000	7	April & Oct.	"	1900		1st Mortgage, guaranteed	758,000	8	Jan. & July.	Boston.	1890	106
Peoria and Rock Island:							Reading and Columbia (P. & R.)						
1st Mortgage gold, conv. & tax free	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900		1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mortgage	150,000	10	Jan. & July.	New York.	1900		2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	
Perrinton (Phila. and Rdp.)							Rensselaer and Saratoga:						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	87	2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	120
Petersburg:							2d Mortgage	160,000	7	"	"		
1st Mortgage (Installments)	341,500	8	Jan. & July.	New York.	1902		1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	
2d Mortgage	500,000	8	"	"	1902		1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	
Philadelphia and Baltimore Cent.							1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879		Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	92
1st Mortgage (Md. Div. 91 m.)	300,000	6	"	"	1891		Richmond and Danville:						
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900		Virginia State Loan, skg fund.	600,000	6	Jan. & July.	Richmond.	1880	
Philadelphia and Erie (Penn.)							Virginia State guar. bonds	157,800	6	"	"	1878	
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102	1st Mor. (Piedmont Branch)	500,000	8	"	"	1888	
1st Mortgage	5,000,000	6	"	"	1881	100	1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.		
2d Mortgage	3,000,000	6	Jan. & July.	"	1888	90	Consolidated Mortgage	1,700,000	6	May and Nov.	New York.	1875-90	73
General Mort. for \$20,000,000	7,652,000	6	"	Phil. or Lond.	1920		Rich. Frederickburg & Potomac						
Philadelphia and Reading:							Sterling Loan	87,777	6	Jan. & July.	London.	1878	
Loan of 1868, debenture	1,188,400	6	Jan. & July.	Philadelphia.	1893	82	Dollar Loan	175,428	7	"	Richmond.	1878	
Mort. Loans of 1843-44-45 & 49	1,510,500	6	"	"	1880	104	Dollar Loan, Coupon	295,500	8	"	"	1881	
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	119	Dollar Loan	121,489	6	various	"	1875	
Mortgage Loan of 1886 sig	182,400	6	Jan. & July.	London.	1880		Richmond and Petersburg:						
Mortgage Loan of 1843 sig	987,200	6	"	"	1880		1st Mort. (Coup. and Registered)	13,150	7	June & Dec.	Richmond.	1875	
Mortgage Loan of 1836 sig	134,400	7	"	"	1877		2d Mortgage (Coupon)	174,900	8	Apr. and Oct.	"	1875	
Consolidated Dollar coupon	7,300,000	7	June & Dec.	Philadelphia.	1911	109	Rockford, R. Island & St. Louis:						
Mortgage Gold or sig coup.	7,000,000	6	"	Phil. or Lond.	1911		1st Mortgage tax free	9,000,000	7	Feb. & Aug.	N.Y. & Lond.	1918	
June 1, 1871.	603,000	6	"	"	1911		Rome, Watertown & Ogdensburg:						
Dollar coupon	305,000	6	"	Philadelphia.	1911		1st Mortgage (W. & R.) Skg Fund	792,900	7	March & Sept.	New York.	1880	104
New debent. loan, conv.	10,400,000	7	Jan. & July.	Phil. or Lond.	1893	104	2d Mortgage	480,000	7	Jan. & July.	"	1902	
New Improvement Mort. Loan	9,588,000	6	Apr. and Oct.	"	1897		General Mort. S. F.	1,050,500	7	June & Dec.	"	1891	
Gen'l Mort. sig. S.F. (\$80,000,000)	9,900,000	6	Jan. & July.	"	1903		Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	"	1904	96
Mort. (Coal and Iron Co.) guar.	13,413,500	7	Various	"	1892	92	Swindon (Cent. Vt. & Vt. & Can.)						
							Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	45
							Equipment Mortgage	500,000	8	March & Sept.	"	1880	59
							General Mort.	1,600,000	8	May and Nov.	"	1902	71

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	846,000	8	May & Nov.	Saginaw.	1892	...	1st Mortgage Sterling.....	1,486,333	5	Jan. & July.	London.	'82-'88	...
Saint Croix and Enosbrook:							1st Mortgage (L.) currency.....	897,000	7	" "	New York.	'82-'88	...
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	...	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	...
2d Mort. " ".....	115,500	6	" "	"	1879	...	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	...
Calais Loan (Lewey's Island)...	116,000	6	June & Dec.	"	1876	...	Domestic (D) Bonds.....	1,296,500	7	April & Oct.	"	1891	...
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	...
1st Mort. (R. D.) gold tax free...	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	...	South Georgia and Florida:						
1st M. (W. D.) gold tax free...	1,500,000	8	" "	"	1900	...	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	...
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	...	2d Mort.	200,000	7	" "	"	1889	...
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):						
1st Mortgage skg. f.d. (Series A)...	1,100,000	7	Jan. & July.	New York.	1894	115	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	...
1st Mortgage skg. f.d. (Series B)...	1,100,000	7	April & Oct.	"	1894	...	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1894	...
2d Mortgage preferred (Series C)...	1,400,000	7	Feb. & Aug.	"	1894	96	South and North Alabama:						
2d Mortgage preferred (Series D)...	1,400,000	7	May & Nov.	"	1894	74	1st Mort. endor. by Ala. gold...	391,000	8	Jan. & July.	New York.	1890	...
2d Mortgage Income (Series E)...	1,700,000	7	" "	"	1894	...	Sterling Mort., guar. by L. & N.	2,104,000	...	May & Nov.	London.	...	...
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	South Pacific (Atl. and Pac.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed....	1,183,500	6	Jan. & July.	New York.	1885	64
1st Mort. (St. Louis & Iron Mt.)...	4,000,000	7	Feb. & Aug.	New York.	1892	101	South Shore (Mass.):						
2d Mort. " ".....	6,000,000	7	May & Nov.	"	1897	761	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99
1st Mort. L. G. (Arkansas Br.)...	2,500,000	7	June & Dec.	"	1897	...	South Side, Va. (A. M. and O.):						
1st Mort. (Cairo, Ark. & Tex.)...	1,500,000	7	" "	"	1897	...	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	...
Consolidated Mortgage.....	1,500,000	7	" "	"	1899	...	2d preferred bonds.....	621,000	6	" "	"	'84-'90	...
St. Louis, Jacksonville & Chicago:							3d preferred bonds.....	452,800	6	" "	"	'84-'90	...
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	...	Southern Central (N. Y.):						
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	...	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	...
St. Louis, Kansas City & North:							2d Mortgage.....	600,000	7	March & Sept.	"	1892	105
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	884	Southern Iowa and Cedar Rapids:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	...	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	...
St. Louis, Lawrence and Denver:							Southern of L. L.:						
1st Mort. guar. by Atl. and Pac.	1,000,000	6	Jan. & July.	New York.	1901	...	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	...
St. Louis and South Eastern:							2d Mort. Sinking Fund.....	1,500,000	7	May & Nov.	"	...	80
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	...	Southern Minnesota:						
1st M. (Evans, D.) gold skg f.d. con	1,000,000	7	" "	"	1896	...	1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	...
1st Mort. (Evans, Hon. & Naah.)	1,000,000	7	Jan. & July.	"	1897	...	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	...
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	...	Southern (Cal.) Pacific:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	...	...
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	...	Southern Pennsylvania:						
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	...	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	...
2d Mortgage, (B.) convertible....	1,000,000	7	" "	"	1898	...	2d Mortgage gold.....	88,000	7	" "	"	1890	...
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	...	South Western (Gen. of Ga.):						
St. Paul and Iowa Southwestern:							Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage.....	4,500,000	7	May & Nov.	.....	1903	...	1st Mortgage (Museum) conv....	300,000	7	" "	"	'72-'76	...
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	...	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	...
1st M. (St. Paul to Watah) 90m.	366,000	7	Jan. & July.	"	1892	...	1st Mortgage not endorsed....	198,370	7	" "	"	1879	...
2d Mort. (do.) & 1st land gr.	1,146,760	7	June & Dec.	"	1892	...	Springfield, Athol & Northeastern:						
1st M. (Main L.) R.R. & Lands.	8,000,000	7	May & Nov.	London.	...	...	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	...
2d M. (do.) R.R. & Lands.	8,500,000	7	" "	"	...	...	Springfield & Illinois S. Eastern:						
General Mortgage for \$15,000,000	...	7	" "	"	...	...	1st Mortgage gold, tax free....	3,400,000	7	Feb. & Aug.	New York.	1899	...
St. Paul, Stillwater & Taylor's F.:							2d Mortgage gold, tax free....	446,000	7	April & Oct.	"	1900	...
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	...	Springfield and Northwestern:						
Salem (West Jersey):							1st Mortgage gold, skg fund....	500,000	7	Feb. & Aug.	New York.	1901	...
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...	Staten Island:						
Salem and Lowell (B. & L.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Stanstead, Shefford and Chamblay:						
Sand. Mansfield & Newark (B. & O.)							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	...
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101	Sullivan (Central Verm.):						
Saratoga & Whitehall (R. & S.):							1st Mortgage.....	500,000	8	Jan. & July.	Boston.	1875	...
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1881	...
Bavannah, Albany & Gulf (A. & G.):							Sullivan and Erie:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	...	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Bavannah and Charleston:							Summit Branch:						
1st Mortgage (Bav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	...	1st Mortgage.....	600,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	...
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	...	Sunbury and Lewiston:						
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	...	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	...
Bavannah, Griffin & North Ala.:							Income Mort. gold.....	200,000	6	" "	"	1891	...
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	...	Suspens. Bridge & Erie Junc. (E.):						
Bavannah and Memphis:							1st Mortgage.....	1,000,000	7	" "	New York.	...	...
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	...	Syracuse, Bing. & N. Y. (D. L. & W.):						
Schenectady & Susq. (D. & H. Can.)							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	...
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	...	2d Mortgage.....	270,000	7	June & Dec.	"	1887	...
Schoolcraft & Three R. (L. S. & M. S.):							Syracuse and Chenango Valley:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	...	1st Mort. gold, for \$500,000....	500,000	7	Feb. and Aug.	New York.	1891	...
Seaboard and Roanoke:							Tebbo and Neosho (M. K. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	...	1st Mortgage gold, skg fund....	1,163,000	7	June & Dec.	New York.	1903	...
Seima and Gulf:							Terre Haute & Indianapolis:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	...	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	...
Seima, Marion and Memphis:							Bonds of 1873 for \$1,000,000.	516,000	7	" "	"	1894	...
1st Mort. guar. by Ala.....	10,000pm	8	March & Sept.	New York.	1889	...	Texas and Pacific:						
Seima, Rome and Dalton:							1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N. Y. or Lond.	1912	...
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	...	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	...	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	...
Equipment Mortgage.....	230,000	10	" "	"	1881	...	Toledo, Peoria and Warsaw:						
Bhamokin Valley & Pottery (N. O.):							1st Mortgage (Eastern Div.)...	1,900,000	7	June & Dec.	New York.	1894	...
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	101	1st Mortgage (Western Div.)...	1,900,000	7	Feb. and Aug.	"	1896	...
Shelby and Fond du Lac:							2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	...
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	...	Equipment Mort. sinking fund..	94,000	8	Jan. & July.	"	1879	...
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	...	Consol. Mort. for \$2,700,000....	1,900,000	7	May & Nov.	"	1910	...
Bhenango and Allegheny:							1st Mortgage (Burl. Branch)...	250,000	7	June & Dec.	"	1901	...
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	...	Toledo, Wabash and Western:						
Shoeping Valley (O.):							1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	...
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	...	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	"	1890	...
2d Mortgage.....	200,000	7	Jan. & July.	"	1902	...	1st Mort. (Gt. West. Rwy. of '59)	2,500,000	7	" "	"	1935	...
Shore Line (N. Y., N. H. & Har.):							1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	"	1890	...
1st Mortgage construction.....	300,000	7	March & Sept.	Boston.	1880	...	1st Mort. Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882	...
St. Louis City and St. Paul:							1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1890	...
1st Mortgage.....	1,340,000	8	May and Nov.	New York.	1891	...	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1876	...
Land Grant Mortgage gold.....	500,000	7	" "	"	1901	...	2d Mort. (Wabash & Western)	1,600,000	7	" "	"	1876	...
2d Mortgage.....	450,000	8	" "	"	...	...	2d Mort. (Gt. West. Rwy. of '69)	2,600,000	7	" "	"	1896	...
Equipment bonds.....	156,000	10	" "	"	...	...	Equipment (Toledo & Wabash)	800,000	7	" "	"	1883	...
St. Louis City and Pacific:							Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	...
1st Mortgage gold.....	1,629,000	6	Jan. & July.	New York.	1896	501	Consol. S. 2d mort. gold.....	2,186,000	7	Feb. and Aug.	"	1893	...
2d Mort. (Gov. Subsidy).....	1,635,200	6	" "	U. S. Treasury.	1898	...	Traverse City (Gr. Rap. and Ind.):						
							1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902	...

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	50,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	91
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1888	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	100
3d Mortgage.....	650,000	7	May and Nov.	"	1878	....	2d Mortgage preferred.....	600,000	6	"	"	1895	92
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt....	875,000	6	"	"	1900	105
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	100
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bos.	96-99	105	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	100	1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1899	....
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	91	Debenture bonds guar. by C. & A.	400,000	8	March & Sept.	Camden.	1893	89
Omaha Bridge B'ds, etc \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,900,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subdly).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	109
1st Mortgage gold, skg fund.....	3,320,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr., gold skg fund	3,000,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,848,000	6a	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$369,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1898 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	98	1st Mortgage.....	380,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & Am.)	1,810,000	6a	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,900,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1888 (Camden & Amby)	1,780,000	6	"	Philadelphia.	1883	101	Wilmington and Reading:						
Loan of 1888 (")	866,000	6	June & Dec.	Princeton.	1889	100	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	108	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	102
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	30
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	8	Jan. and July.	Boston.	1883	100	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	108	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	81-87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	86
Special Loan 1871.....	215,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	116
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	73	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	6	March & Sept.	"	1900	71	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	102
Funded Interest.....	228,300	8	"	"	1880	....	regis. 2d series, July 1, 1899	3,500,000	7	Jan. and July.	"	1884	110
Income Mortgage (fundable).....	98,500	8	"	"	1886	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	113
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	113
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	98
2d Mortgage, guaranteed.....	780,000	7	May and Nov.	"	1900	....	Convertible Bonds.....	41,550	6	"	"	1882	98
Warren & Franklin (O.C. & A. Riv.):							Convertible Loan, gold.....	791,000	6a	March & Sept.	"	1894	106
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	88	1st Mortgage, registered.....	5,381,938	6	J. A. J. & O.	"	1884	102
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold....	4,692,500	6a	June & Dec.	"	1897	104
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,063,000	7	"	"	1911	102
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	744,000	6	Feb. and Aug.	"	1892	99
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	88	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	30	Morris and Banking:						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	80	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	8	May and Nov.	"	1873	74	Boat Loan, sinking fund.....	236,968	7	Apr. and Oct.	"	1899	101
4th Mort. (")	700,000	8	March & Sept.	"	1880	56	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	7	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	77
Virginia State Loan.....	249,962	7	Jan. and July.	"	92-93	....	1st Mortgage (W. Val. Can.)..	600,000	6	"	"	1878	....
Washington and Ohio:							Schuylkill Navigation (Ph. & Rdg):						
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	82-97	81
1st Mortgage for \$9,000,000.....	255,500	7a	Apr. and Oct.	"	1901	....	2d Mortgage.....	3,990,392	6	Jan. and July.	"	82-97	....
Westchester and Philadelphia:							Improvement bonds.....	290,000	6	May and Nov.	"	1890	90
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107	Boat and Car Loan.....	766,450	6	"	"	1913	79
Western North Carolina:							Boat and Car Loan.....	821,000	7	"	"	1915	94
1st Mortgage.....	825,000	8	Jan. and July.	"	1890	....	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	75
Western of Alabama:							Susquehanna and Tide Water:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	75
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	....
2d Mortgage (consols guar.)...	1,158,000	8	"	"	1900	....	Prof. Int. B'ds (")	324,510	6	"	"	1894	85
Income Mortgage.....	302,900	8	Various.	"	Var.	....	Union:						
Western Union Telegraph:							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
1st Mortgage.....	4,418,900	7	May and Nov.	New York.	1875	....	West Branch & Susque. (Penn.):						
Real Estate Bonds, Sink. Fund.	1,408,000	7a	"	"	1902	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1881	....
Bonds (S. F.) Conv. till May '85	4,000,000	7	"	"	1900	100	2d Mortgage.....	298,000	6	"	"	1888	....
Sterling Bonds, S													

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

See service ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad". A dash (-) across the column signifies "nil" and running dots (....) signify "not ascertained". Land Grant Railroads are distinguished by a "L".

Abstract of General Balance Sheet.																										
Railroad.			Rolling Stock.			Property and Assets.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.								
Main Line.			Branch Line.			Track and Sidings.			Railroad in progress.			Engines.			Pass.			R. M. E.			Freight.					
Years ending.			M.			M.			M.			M.			M.			M.			M.			M.		
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The word "x" occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.				Operations.	
Rolling Stock.				Accounts and Cash.				Railroad Operated.	
Railroad.				Stocks.				Freight.	
Main Line.				Bonds.				Passenger.	
2d Track and Sidings.				Accounts.				Trains Moved.	
Engines.				Surplus Income.				Number.	
Pass.				Surplus Income.				Tons.	
R. M. E.				Surplus Income.				Gross.	
Car.				Surplus Income.				Net.	
Rolling Stock.				Surplus Income.				Dividends.	
Value of Shares.				Par.				Market.	
Earnings.				p.c.				p.c.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
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Rolling Stock.				Railroad in progress.				Engines.	
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Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
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Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.				Railroad in progress.				Engines.	
Pass.				R. M. E.				Freight.	
Car.				Rolling Stock.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Rolling Stock.									

[illegible]

Year	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	
1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	
1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	
1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	
1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	
1874	1875	1876	1877	1878	1879	1880	1881	1882	1883																																																																																																																																																																																																																										

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds				Market Price.
		Rate.	Paid.	P. C.	P. C.	
RAILROAD STOCKS:						
Atlantic and Great Western, pref.	10,000,000	7	7			
Atlantic, Mississippi and Ohio, pref.	800,000	7	7			
Atlantic and Pacific, preferred	276,200	7	7			
Atlantic and St. Lawrence, * guar.	10,000,000	7	7			
Baltimore and Ohio, * preferred	3,994,900	4	4			
Berkshire, * guaranteed	4,343,489	6	6			
Blossburg and Corning, * guaranteed	600,000	6	6			
Boston, Concord and Montreal, pref.	260,000	5	5			
Buffalo, New York and Erie, * guar.	800,000	5	5			
Catawissa, * pref. and guar.	950,000	7	7			
Camden and Amboy, * guaranteed	1,159,500	7	7			
Camden and Atlantic, preferred	6,847,800	10	10			
Cayuga and Susquehanna, * guar.	838,489	7	7			
Cedar Rapids and Missouri River, preferred and * guaranteed	689,110	9	9			
Central of New Jersey, * guar.	769,000	7	7			
Central Ohio, * preferred	20,000,000	10	10			
Chemung, * guaranteed	411,560	6	6			
Cheshire, preferred	380,000	6	6			
Chicago and Alton, * preferred	2,153,200	7	7			
Chicago, Iowa & Nebraska, * guar.	2,425,400	8	8			
Chicago and North-Western, pref.	3,916,300	7	7			
Cino, Sand and Cleveland, pref.	21,485,663	7	7			
Cleveland and Mahoning, * guar.	429,000	6	6			
Cleveland and Pittsburgh, * guar.	2,059,200	7	7			
Cumberland Valley, 1st preferred	11,236,150	7	7			
Dayton and Michigan, pref. & guar.	241,900	8	8			
Delaware, * guaranteed	243,000	8	8			
Detroit and Milwaukee pref. & guar.	922,400	8	8			
Dubuque and Sioux City, * guar.	1,350,900	6	6			
Dubuque South-Western, pref.	2,517,140	6	6			
Eastern (N. H.), * guaranteed	6,000,000	3	3			
Elmira, Jeff. and Canad. * guar.	690,315	8	8			
Elmira & Williamsport, pref. & guar.	492,500	6	6			
Elmira & Williamsport, com. & guar.	500,000	6	6			
Erie Railway, preferred	500,000	7	7			
Erie and Pittsburgh, * guar.	600,000	6	6			
Evansville and Crawfordsville, pref.	6,536,910	7	7			
Hannibal and St. Joseph, pref.	2,000,000	7	7			
Harrisburg and Lancaster, * guar.	100,000	7	7			
Housatonic, preferred	2,167,700	7	7			
Huntington & Broad Top Min. pref.	1,182,560	7	7			
Jeff. Mad. & Indianapolis, * guar.	1,180,000	8	8			
Joliet and Chicago, * guar.	190,750	7	7			
Joliet and Northern Indiana, * guar.	2,000,000	7	7			
Little Miami, Col. and Xenia, * guar.	1,500,000	7	7			
Louisv., Cincinnati and Lex. pref.	800,000	8	8			
Marietta and Cincinnati, 1st pref.	6,394,450	8	8			
Mich. Southern, (Lake Shore) guar.	851,000	9	9			
Mill Creek, * guaranteed	9,101,650	6	6			
Milwaukee and St. Paul, preferred	4,436,250	10	10			
Mine Hill, * guaranteed	533,500	10	10			
Montclair, * guaranteed	323,375	10	10			
Morris and Essex, * guar.	12,274,483	7	7			
Neosho and Valley, * guar.	3,856,450	8	8			
Newark and New York, * guar.	2,000,000	7	7			
Newcastle and Beaver Valley, * guar.	16,000,000	7	7			
New Jersey, * guaranteed	2,000,000	10	10			
New London Northern, * guar.	7,286,200	10	10			
New York & Harlem, * pref. & guar.	971,400	10	10			
Niagara Br. & Canandaigua, * guar.	1,500,000	8	8			
North Eastern (S. C.), preferred	8,500,000	8	8			
Northern New Jersey, * guar.	1,000,000	8	8			
Norwich and Worcester, * guar.	105,000	8	8			
Ogdensburg & Lake Cham. * guar.	2,823,400	10	10			
Ohio and Mississippi, preferred	3,077,000	7	7			
Oswego and Syracuse, * guar.	2,000,000	8	8			
Panama, guaranteed	1,144,400	9	9			
Paterson and Hudson, * guar.	7,000,000	12	12			
Pemberton and Hightstown, * guar.	680,000	8	8			
Peoria and Bureau Valley, * guar.	342,000	6	6			
Philadelphia and Erie, preferred	1,200,000	8	8			
Phila. Germantown & Norristown, * guar.	2,400,000	12	12			
Philadelphia and Reading, * pref.	2,331,900	12	12			
Philadelphia and Trenton, * guar.	1,551,687	10	10			
Pittsburg, Ft. Wayne & Chic. * guar.	1,259,100	10	10			
Pittsfield and North Adams, * guar.	22,214,235	7	7			
Portland, Saco & Portsmouth, * guar.	450,000	10	10			
Zocheater & Genesee Valley, * guar.	1,500,000	6	6			
Rutland, * preferred and guaranteed	557,500	7	7			
St. Louis, Alton & Terre Haute, * guar.	4,300,000	7	7			
St. Louis, Jacksonv. & Oh., pt. & guar.	2,468,400	7	7			
St. Louis, Kansas City & Nor. pref.	1,054,100	7	7			
Schuylkill Valley, * guaranteed	12,000,000	5	5			
Shamokin V. & Pottsville, * guar.	576,000	6	6			
Toledo, Peoria & Warsaw, 1st pref.	869,450	6	6			
Toledo, Wabash and Western, pref.	1,700,000	7	7			
Warren, * guaranteed	1,000,000	7	7			
CANAL STOCKS:						
Delaware Division, * guar.	1,800,000	8	8			
Delaware and Maritima, * guar.	1,633,340	8	8			
Morris preferred and * guaranteed	5,847,500	10	10			
Ohio and * guar.	1,175,000	10	10			
Schuylkill Navigation preferred	1,065,000	4	4			
	3,808,977	6	6			

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½¢; Scrap Cast, 6¢; Scrap Wrought, 4¢ per ton. No Bar Iron to pay a less duty than 55¢ per cent ad val.	
Pig, Scotch—Coltless.....per ton 22—@ 32 50	
Gartsherrie.....32—@—	
Summerlee.....—@—	
Carnbroe.....—@—	
Langloan.....—@—	
Glengarnock.....20—@ 31—	
Eglinton.....28 50—@ 20—	
Pig, American, No. 1.....22—@ 23—	
Pig, American, No. 2.....20—@ 21—	
Pig, American, Forge.....17—@ 20—	
Bar, Refined, English and American.....—@—	
Bar, Sweden, assorted sizes.....(gold) 100—@—	
STEEL PRICES:	
Bar, Sweden, ordinary sizes.....130—@—	
Bar, Sweden, Plow sizes.....—@—	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....52 50—@ 55—	
Bar Refined, 1½ to 6 by 1 & 5-16 in.....57 50—@ 60—	
Bar Refined, 1 & 1½ by 1 & 5-16.....57 50—@ 60—	
Large Rounds, 2½ to 2½ to 3½ @ 4 in.....57 50—@ 60 50	
Scroll.....67 50—@ 117 50	
Ovals and Half-round.....67 50—@ 75 50	
Band, 1 to 6 in. by 3-16 to No. 12.....65—@ 67 50	
Horse Shoe.....82 50—@ 87 50	
Rods, 1 to 3-16 inch.....57 50—@ 107 50	
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....72 50—@ 127 50	
Nail Rod.....7½—@ 8—	
Sheet Russia, as to assortment.....(gold) 11½—@ 12—	
Sheet, Single, D. and T. Common.....—@ 4—	
Sheet, Doubles and Trebles, Charcoal.....—@ 5—	
Sheet Galvanized 1st and 2d quality.....List 20 @ 35 p. ct. disc.	
Rails, English.....(gold) per ton.....—@—	
Rails, American, at Works in Penna. c'y. 43—@ 45—	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. — 14½—@ — 16—	
English Spring (2d and 1st quality).....— 6½—@ — 6½—	
English Blister (2d and 1st quality).....— 9—@ — 14—	
English Machinery.....— 9½—@ — 10½—	
English German (2d and 1st quality).....— 10½—@ — 11½—	
American Blister.....—@—	
American, Cast, Tool.....—@—	
American, Cast Spring.....—@—	
American Machinery.....—@—	
American German Spring.....—@—	
NAILS—DUTY: Cut, 14; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45¢ per cent; Yellow Metal and Zinc, 35¢ per cent ad val.	
10d. to 60d. Com. Fence & Sheath per keg. 2 75—@ 2 85—	
8d. and 9d. ".....3 15—@ 3 20—	
6d. and 7d. ".....3 40—@ 3 45—	
4d. and 5d. ".....3 65—@ 3 70—	
3d. and 4d. Light.....3 40—@ 4 45—	
3d. Fine.....5 15—@ 5 20—	
2d.....5 90—@ 5 95—	
Cut Spikes, all sizes.....3 15—@ 3 20—	
TIN—DUTY: Pig, Bars and Block, 7¢; Plate and Sheets and Terne Plates, 1-10 cents per pound.	
Bianca.....(gold) per lb. — 21½—@ — —	
Straite.....(gold).....— 16½—@ — 17—	
English, L. & F.....(gold).....— 16½—@ — 17—	
English, Refined.....(gold).....— 17—@ — 17½—	
Plates—Fair to good brands.	
I. C. Charcoal.....per box. 7—@ 7 37½	
I. C. Coke.....6 12½—@ 6 37½	
Coke Terne.....8 7½—@ 6 12½	
Charcoal Terne.....6 50—@ 6 75	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 to 48 gravity (in bulk).....— 8½—@ — 8½—	
Crude 40 to 47 gravity (in shipping order).....—@—	
Refined, Standard White (in ship's order).....—@—	
Refined, S. W. (in jobbing lots).....— 16—@ — 17—	
Refined, S. W. (in tin).....— 18½—@ — 21—	
Naptha, Refined (65 to 75 gravity).....— 8½—@ — 9½—	
Residuum.....(in shipping order) per gall. — 9½—@ — 7—	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45¢ per cent ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. —@— 31—	
Copper, Bolts.....—@— 32—	
Copper, Braziers' (over 16 oz.).....—@— 32—	
Copper, Nails.....—@— 35—	
Copper, Old Sheathing, &c., mixed lots.....— 19—@ — 21—	
Copper, American Ingot Lake.....— 22½—@ — 23—	
Copper, English Pig.....—@—	
Yellow Metal, New Sheathing & bronze.....—@— 21—	
Yellow Metal, Bolts.....—@— 21—	
Yellow Metal, Nails, Sheathing & Slating.....—@— 21—	
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. — 6½—@ — 7—	
German Ordinary.....(gold).....— 6½—@ — 7—	
English.....(gold).....— 7—@ — 7 12½	
Foreign Refined.....(gold).....—@—	
Domestic.....(gold) 8 40—@ 8 45—	
COAL—DUTY: Bituminous, 75¢ per ton of 28 bushels 80 lb. to the bushel; Anthracite, 75¢; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Canal.....10—@—	
Liverpool House Canal.....14—@ 16—	
Anthracite (by cargo).....per ton of 2,000 lb. —@—	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 4.

	W. 20. Th. 30. F. 31.	Sat. 1.	M. 3.	Tu. 4.
Allegheny Val. 7 3-10s.....	100			
7s, Income.....	56½			
Camden & Am. 6s, 1885-101½				
6s, 1880.....	105			
Mort. 6s, 1889.....	105			
Camden and Atlantic.....	52½			
Preferred.....	53	53	53	53½
1st mortgage.....	106			
2d mortgage.....	106			103x
Catawissa.....	13	17½		
Preferred.....	44			45
New preferred.....				
7s, new.....	106			
Elmira & Williamsport.....				
Preferred.....				99½
7s.....				
Hunt. & B. Top Mt.....				
Preferred.....			104	
2d mortgage.....				
Lehigh Navigation..... 50½	50	50	50	50
6s, 1877.....				
6s, 1884.....			102x	102½
Gold Loan..... 106½	106½	106½	106½	
Railroad Loan.....				
Conv. Gold Loan.....				
Lehigh Valley..... 62	62	61½	61½	61½
6s, new, coupon.....				
6s, new, registered.....				99½
7s.....	111½			
Consol. mort. 6s.....	100½	101	101	101
Little Schuylkill.....				
7s.....	100			
Minchilli & Sch. Haven.....				
North Pennsylvania.....	54	54	54	53
1st mortgage 6s.....				104½
2d mortgage 7s.....	108			
Chatell 10s.....				
Gen'l mort. 7s, coup.....			106½	
Northern Central..... 56½	35	35½	36½	37
Oil Creek & Alleg. Riv. 14½	14½	14½	14½	14½
1st mortgage.....				
Pennsylvania R. R. 56½	56½	56½	56½	57
1st mortgage.....	104½			
Gen'l mortgage..... 105	104½			104½
Gen'l mort. reg.....	104x			106x
Consol. mort. 4s, reg.....				99½
Penn. State 6s, 2d series, 103½	103			
Penn. State 6s, 3d series.....				
Philadelphia City, 6s.....		104		138
6s, new..... 108½	108½	108½	108½	108½
Phila. and Reading..... 50½	48½	48½	48½	49
Debenture bonds.....		82½		82½
7s, of 1895.....	113		109½x	
7s, new, convertible..... 104½			104	
Gen'l mortgage.....				
Gen'l mortgage, reg..... 20½	20½	20½	20½	109½
Philadelphia and Erie.....			20½	20½
1st mortgage, 6s..... 103	103	103	100x	
2d mortgage, 7s..... 96½	93½	96		96½
Pittsb. Cin. & St. L. 7s, 84		84		86
Schuylkill Navigation.....				
Preferred.....				
6s, 1872.....		98		
6s, 1876.....				
6s, 1882.....	81½			81½
6s, 1890.....		76½	76½	
United Co. of N. Jersey 137	137		137½	138
Hestonville, (Horse) 37½	37½	38	38½	38½
Chestnut & Wal. (do.).....	106	106		38
Germantown (do.).....				
Green and Coates (do.).....	66			
Lombard & 8th. (do.).....			36	
2d and 3d streets (do.) 85				
Spruce and Pine (do.) 45		45½		
13th and 16th sts. (do.) 45				45½
Union (do.).....				

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 5.

	Th.30.F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Adams Express.....	107	107	107	107	107
Albany and Susq.....	106	106	106	106	106
1st mortgage.....	106	106	106	106	106
2d mortgage.....	106	106	106	106	106
American Express.....	60	61	61	61	61
Am. Dock and Imp. 7s.....	113	113	113	113	113
Atlantic & Pacific pref.....	113	113	113	113	113
Atlantic & Pacific Tel. 19.....	113	113	113	113	113
Bost., Hart, & Erie 1st. 23	23	23	23	23	23
Burl., C. R. & Minn. 1st.....	107	107	107	107	107
Central of N. Jersey.....	107	107	107	107	107
1st mortgage, new.....	113	113	113	113	113
7s, consolidated.....	109	109	109	109	109
7s, convertible.....	109	109	109	109	109
Central Pacific 6s, gold 108	108	108	108	108	108
1st M. (San Joaquin).....	94x	94x	94x	94x	94x
1st M. (Cal. and Or.).....	94x	94x	94x	94x	94x
Land grant 6s.....	104	104	104	104	104
Chicago and Alton.....	104	104	104	104	104
Preferred.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
Sinking Fund.....	104	104	104	104	104
Income bonds.....	104	104	104	104	104
Chic. Burl. & Quincy 113	113	113	113	113	113
7s, 1903.....	110	110	110	110	110
8s, 1883.....	101	101	101	101	101
Chic. & Milwaukee 1st.....	40	40	40	40	40
Chic., Mil. and St. Paul. 41	40	40	40	40	40
Preferred.....	65	65	65	65	65
1st mortgage, 8s.....	116	116	116	116	116
2d mortgage, 7 3/10s. 97	97	97	97	97	97
7s, gold.....	101	101	101	101	101
1st M. (La Crosse div.) 102	102	102	102	102	102
1st M. (I. and M. div.).....	92	92	92	92	92
1st M. (I. and D. div.).....	92	92	92	92	92
1st M. (H. & D. div.).....	97	97	97	97	97
Consolidated S. F. 88	88	88	88	88	88
Chic. & Northwestern. 41	41	41	41	41	41
Preferred.....	62	62	62	62	62
1st mortgage.....	104	104	104	104	104
Sinking Fund.....	103	103	103	103	103
Consolidated 7s.....	103	103	103	103	103
Consol. Gold bonds. 93	93	93	93	93	93
Do. reg.....	92	92	92	92	92
Chic. Rock Isl. & Pac. 110	110	110	110	110	110
7s, 1896.....	109	109	109	109	109
Clev., Col., C. and Ind. 55	54	54	54	54	54
1st mortgage.....	96	96	96	96	96
Clev. & Pittsburg guar.....	96	96	96	96	96
7s, consolidated.....	103	103	103	103	103
4th mortgage.....	103	103	103	103	103
Clev., P. and Ash. 7s.....	103	103	103	103	103
7s, new.....	103	103	103	103	103
Col., Chi., & Ind. Cent. 5	5	5	5	5	5
1st mortgage.....	51	51	51	51	51
2d mortgage.....	17	17	17	17	17
Consol. Coal of Md.....	42	42	42	42	42
Del. & Hudson Canal. 120	119	119	119	119	119
Reg. 7s, 1891.....	113	113	113	113	113
Reg. 7s, 1884.....	113	113	113	113	113
7s, 1894.....	113	113	113	113	113
Del., Lack. & Western. 119	119	119	119	119	119
2d mortgage 7s.....	119	119	119	119	119
7s, Convertible.....	104	104	104	104	104
Det., Mon. & Tol. 1st.....	101	101	101	101	101
Det. of Columbia 3-6s.....	69	69	69	69	69
Erie Railway.....	19	19	19	19	19
Preferred.....	19	19	19	19	19
1st mortgage.....	19	19	19	19	19
2d mortgage.....	19	19	19	19	19
3d mortgage.....	19	19	19	19	19
4th mortgage.....	19	19	19	19	19
5th mortgage.....	19	19	19	19	19
Great Western 1st mort.....	90	90	90	90	90
2d mortgage.....	64	64	64	64	64
Hannibal & St. Joseph. 16	17	17	17	17	17
Preferred.....	24	24	24	24	24
8s, Convertible.....	77	77	77	77	77
Hudson River 2d mort.....	113	113	113	113	113
Illinois Central.....	99	99	99	99	99
Kansas Pacific.....	12	12	12	12	12
Lake Shore & Mich. So. 60	60	60	60	60	60
Consol. 7s.....	106	106	106	106	106
Consol. 7s, reg.....	106	106	106	106	106
2d Consolidated.....	106	106	106	106	106
Lake Shore Div. bonds.....	95	95	95	95	95
Leh. & W. B. 7s, Con. 94	94	94	94	94	94
Long Dock bonds.....	106	106	106	106	106
L'ville & Nash. 7s, Cons. 94	95	95	95	95	95
Michigan Central.....	60	60	60	60	60
7s, 1902.....	106	106	106	106	106
8s, 1882.....	106	106	106	106	106
M. B. and N. E. 1st, S.F.....	104	104	104	104	104
2d mortgage.....	106	106	106	106	106
Morris and Essex.....	106	106	106	106	106
1st mortgage.....	118	118	118	118	118
2d mortgage.....	118	118	118	118	118
7s, 1871.....	118	118	118	118	118
7s, Convertible.....	108	108	108	108	108
7s, Consolidated.....	108	108	108	108	108
N. Y. Cent. & Hud. Riv. 114	113	113	113	113	113
7s, Sinking fund, 1876.....	105	105	105	105	105
6s, Sinking fund, 1883.....	105	105	105	105	105
6s, Sinking fund, 1887.....	105	105	105	105	105
1st mortgage.....	120	120	120	120	120
1st mortgage, reg.....	120	120	120	120	120
N. York and Harlem. 139	139	139	139	139	139
Preferred.....	120	120	120	120	120
1st mortgage.....	120	120	120	120	120
1st mortgage, reg.....	120	120	120	120	120

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 5.

	Th.30.F.31.	Sat.1.	M.3.	Tu.4.	W.5.
New Jersey.....	188	188	188	188	188
N. Y. N. Haven & Hart. 188	188	188	188	188	188
North Missouri 1st M. 95	95	95	95	95	95
Ohio and Mississippi 29	29	29	29	29	29
Preferred.....	41	41	41	41	41
2d mortgage.....	78	78	78	78	78
Consolidated 7s.....	99	99	99	99	99
Consol. Sinking fund.....	99	99	99	99	99
1st M. (Springfield D.).....	19	19	19	19	19
Pacific Mail S. S. Co. 20	19	19	19	19	19
Pacific R. R. of Mo. 15	15	15	15	15	15
1st mortgage.....	91	91	91	91	91
2d mortgage.....	80	80	80	80	80
Pacific 7s, guar. by Mo. 183	129	129	129	129	129
Panama.....	129	129	129	129	129
Pitts., Ft. W. & Chi. 102	102	102	102	102	102
1st mortgage.....	118	118	118	118	118
2d mortgage.....	118	118	118	118	118
Quicksilver Mining Co. 17	17	17	17	17	17
Preferred.....	23	23	23	23	23
St. L. Alton and T. H. 3	3	3	3	3	3
Preferred.....	3	3	3	3	3
1st mortgage.....	91	91	91	91	91
2d mortgage, preferred.....	91	91	91	91	91
Income bonds.....	91	91	91	91	91
St. L., Iron Mt. & S. 21	21	21	21	21	21
1st mortgage.....	101	101	101	101	101
2d mortgage.....	76	76	76	76	76
St. L., Jack. & Chi. 1st.....	6	6	6	6	6
St. L., Kan. City & N. 6	6	6	6	6	6
Preferred.....	31	31	31	31	31
Tol. P. & War. 1st E.D. 88	88	88	88	88	88
1st mort., West. Div. 82	82	82	82	82	82
Tol., Wab. & Western. 3	3	3	3	3	3
Preferred.....	3	3	3	3	3
1st mortgage.....	89	89	89	89	89
2d mortgage.....	90	90	90	90	90
7s, Consolidated.....	90	90	90	90	90
St. Louis Division.....	63	63	63	63	63
Union Pacific.....	64	64	64	64	64
1st mortgage.....	105	105	105	105	105
Land Grant 7s.....	105	105	105	105	105
Sinking Fund 8s.....	92	92	92	92	92
United States Express. 70	71	71	71	71	71
Warren.....	86	86	86	86	86
Wells-Fargo Express. 86	86	86	86	86	86
Western Pacific bonds.....	100	100	100	100	100
Western Union Tel. 67	68	68	68	68	68
7s, S. F. conv. 1900.....	100	100	100	100	100

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 5.

	Th. 30. F 31.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Atch., Top. and San. Fe. 15	16	16	16	16	16
1st mortgage.....	80	80	80	80	80
2d mortgage.....	45	45	44	44	44
Land Grant 7s.....	75	75	74	73	73
Income 12s.....	133	133	133	133	133
Boston and Albany.....	133	133	133	133	133
7s.....	133	133	133	133	133
6s, 1895.....	133	133	133	133	133
Boston and Lowell.....	51	51	51	51	51
7s.....	104	104	104	104	104
Boston and Maine.....	100	100	100	100	100
Boston and Providence.....	100	100	100	100	100
Boston, Hart, & Erie 7s. 23	23	23	22	22	22
Boston Water Power... 11	11	11	11	11	11
Burl. & Mo. R. in Iowa.....	109	109	109	109	109
Land Grant 7s.....	109	109	109	109	109
Burl. & Mo. R. in Neb.....	44	43	43	41	41
8s, old.....	102	102	102	102	102
Carthage and Burl. 8s.....	102	102	102	102	102
Cary Improvement.....	3	2	2	2	2
Chi., Burl. and Quincy. 118	119	119	119	119	119
7s.....	119	119	119	119	119
Cin., Sand. and Clev.....	108	108	108	108	108
Concord.....	108	108	108	108	108
Connecticut River.....	111	111	111	111	111
Eastern.....	111	111	111	111	111
7s, Sinking Fund.....	124	124	124	124	124
Fitchburg.....	124	124	124	124	124
Ind., Cin. & Lafayette. 4	60	60	60	61	60
Michigan Central.....	60	60	60	61	60
Nashua and Lowell.....	76	76	76	76	76
Northern, N. H. 76	76	76	76	76	76
Norwich & Worcester.....	122	122	122	122	122
Ogden & Lake Champ.....	31	31	31	31	31
Preferred.....	106	106	106	106	106
Old Colony.....	106	106	106	106	106
Ph. Wil. & Baltimore. 62	62	62	62	62	62
Portl'd, Saco & Ports.....	81	81	81	81	81
Ports, Gt. Falls & Con.....	81	81	81	81	81
Pullman Palace Car.....	81	81	81	81	81
Union Pacific.....	64	64	64	64	64
6s.....	104	104	104	104	104
Land Grant 7s.....	100	100	100	100	100
Sinking Fund 8s.....	91	91	91	91	91
Vermont and Canada.....	105	105	105	105	105
Vermont and Mass.....	105	105	105	105	105
Worcester and Nashua.....	90	90	90	90	90
Cambridge (Horse).....	90	90	90	90	90
Metropolitan (").....	90	90	90	90	90
7s.....	90	90	90	90	90
Middlesex (").....	90	90	90	90	90
Central Mining Co.....	167	167	167	167	167
Calumet and Hecla.....	168	167	167	167	168
Copper Falls.....	90	90	90	90	90
Franklin.....	90	90	90	90	90
Quincy.....	40	40	40	40	40

The specie average has been diminished \$332,900. The loan and discount item was enlarged \$97,200. The circulation was increased \$164,300. The U. S. Sub Treasury in this city closed the week with a currency balance of \$84,890,438 against \$85,696,923 the preceding week; and a coin hoard of \$46,013,175 against \$46,676,818 on the previous return. The City bank exchanges in currency reached \$353,712,358, or a daily average of \$58,952,059. The customs revenue of the port during the week was \$2,242,000. The City banks reported their average of gold last week at \$21,171,100, and their greenback average at \$41,718,500. Their deposits stood at \$211,561,100. The loan item was \$261,351,200. The circulation was \$16,394,000.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$9,999,325.

The aggregate of the outstanding U. S. currency, of all denominations, April 1st was \$413,877,104. The outstanding amount of legal tender notes is \$370,828,645. The National bank circulation is now \$339,325,239, including \$2,099,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$5,965,626; special deposit of legal tenders for the redemption of certificates of deposit, \$34,230,000; Coin, \$73,756,794; Coin certificates, \$34,242,000.

The week's import entries of Foreign Merchandise at New York were \$7,447,171, including \$2,206,005 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 87 millions; and from Customs, 116 millions.

The disbursements of the Treasury Department, in March, on all accounts (other than interest on principal of public debt), were \$12,450,866.

The last public debt statement indicated a further liquidation of \$4,240,867 in March, bringing the aggregate indebtedness, less the cash in the Treasury, on April 1, 1876, down to \$2,110,719,440. The reduction in the net aggregate indebtedness, during the nine months ending with April 1, 1876, was \$17,969,286, or equal to \$1,996,587 per month.

The Gold speculation has been much less confident. The operators for a rise have been decidedly less successful than had been anticipated, and the reaction in the price has led to more or less of embarrassment on the bull side of the account, with two or three failures reported. The export drain has been less urgent, and the customs inquiry moderate for the season. The extremes of the price during the week have been 112¼@114, closing on Wednesday at 112½ as against 113½, on Wednesday of the preceding week. The specie outflow last week was \$1,302,878 against \$1,424,094 the previous week. The imports of specie at this port last week were \$232,246, and since January \$1,399,458, as against \$4,405,451 same time last year. The customs demand for gold last week averaged \$373,333, per day. Foreign Exchange has been offered with reserve and quoted firm though not active. Bankers sixty day bills on London closed on Wednesday at \$4 86½@4

87½; sight bills on London at \$4 89½@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,801,300. The week's imports of Dry Goods and general merchandise were to the specie value of \$7,447,171 as against \$8,866,275 the corresponding week of 1875.

Government Securities have been in moderately active demand on investment account, but quoted lower in sympathy with the decline in Gold; values at the close however firm. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$352,323,950.

U. S. sixes of 1881 closed on Wednesday of this week at 122@122¼; U. S. Five-Twenties of 1865, 118@118¼; U. S. Five-Twenties of 1865, consolidated, 118½@118¾; U. S. Five-Twenties of 1867, 120½@120¾; U. S. Five-Twenties of 1868, 122¼@122½; U. S. Ten-Forties at 118½@118¾; U. S. Fives of 1881, (Funding Loan) 118@118¾; Six per cent. currency Sixes, 126@126¼.

State and Railway bonds have been in moderate request at about steady rates. And in the line of Railway and Miscellaneous share property the earlier dealings of the week were comparatively limited, and values unsettled, but toward the close, some revival of activity and buoyancy was noted.

Dispatches from the Northwest represent that the recent storms of rain and snow have rendered country roads almost impassable. Railroad receipts, affected by this unfavorable circumstance, may be expected to show a temporary falling off.

General business has been on a restricted scale. Domestic produce has been less freely dealt in, and quoted irregular as to values. Foreign merchandise has been comparatively quiet at about late figures for the leading kinds. Dry Goods and Boots and Shoes in moderately active request. Hardware dull. Metals in rather better demand, with Iron, Lead and Tin quoted weak in price. Ingot Copper firmer. Sales have been reported of 1200 tons No. 1 and No. 2 American Pig at \$22@23; and 8500 tons Forge at \$17@20; 600 tons Scotch Pig, on private terms. Eglinton Pig Iron quoted here at \$28 50@29; Glengarnock \$31; Coltness \$32; No. 1 American Pig at \$22@23; No. 2 do. at \$20; Forge, \$16 50@20; American Rails at works, \$42@45; Old Rails \$22@23. Wrought Scrap, \$31 00@32 00. Ocean freights have been decidedly less active and quoted much lower. Room very moderately sought after for early use, chiefly for the Grain, Provision, and Petroleum interests.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—East Tenn., Va. and Ga. 1st mort., 98; Houston and Gt. Northern 1st mort., with int. certif., 68; Chesapeake and Ohio 1st mort., coupon on, 85½; South Pacific R. R. of Mo. bonds, 66¼; Buffalo and Erie 7s, 105; Boston, Hartford and Erie 7s, guar., 26¼; Toledo, Peoria and Warsaw 7s, consol., 45; Galena and Chicago 1st mort., 106; Canada Southern 1st mort., coupon on, 67; Missouri, Kansas and Texas Consol L. G. 7s, S. F. gold, 59¾; Rome, Watertown and Ogdensburg 7s, consol., 96¾; Indianapolis, Bloom-

ington and Western 1st mort., 35; Central Pacific State Aid bonds, 112¼; Nashville and Decatur 1st mort., 80; New Jersey Southern R. R., 1¾; Dubuque and Sioux City R. R., 76½; Canton Company, 40; Union Mining Co., 1¾; Maryland Coal, 15; Tennessee 6s, old, 43; do. new series, 41; Missouri 6s, long bonds, 104¼; do. 6s, 1877, 102; do. 1887, 102¾; do. fund. bonds, 1894-95, 104¾; Alabama 5s, 1886, 35½; do. 8s, 1886, 35½; Ohio 6s, 1881, 106; do. 1886, 113; New York State 7s, Bounty Loan, reg., 104¼; Virginia 6s, consol., ex mat. coupon, 69; Georgia 7s, new, 105; Missouri 6s, H. and St. J. issue, 1887, 104. The latest quotations are: Pacific Mail, 18@18¾; Western Union Telegraph, 68¼@68½; Atlantic and Pacific Tel., 18¼@19; Quicksilver Mining, 16@17; do. pref., 22@24¼; Mariposa Land and Mining, 7¾@10; do. pref., 8@11; Adams Exp., 107½@108½; American Exp., 60½@61½; U. S. Express, 71¾@72½; Wells-Fargo Express, 85½@86; Chicago and Alton, 104@104¼; Cleveland and Pittsburgh, 95½@96; Chicago and Northwestern, 41½@42; do. pref., 62@62½; Chicago Rock Island and Pacific, 105½@105¾; Chicago, Milwaukee and St. Paul, 41½@41¾; do. pref., 67@67¼; Cleveland, Columbus, Cincinnati and Indianapolis, 55@56; Columbus, Chicago and Indiana Central, 4¾@4¾; Delaware, Lackawanna and Western, 116½@117; Erie, 19¼@19½; Hannibal and St. Joseph, 16¼@17; do. pref., 24¼@26; Lake Shore and Michigan Southern, 59¾@59¾; Michigan Central, 60½@60¾; New York and Harlem, 138½@140; N. Y. Central and Hudson River, 113½@113¾; Central of New Jersey 100@100½; Ohio and Miss., 18½@18¾; Panama, 127@—; Toledo, Wabash and Western, 3¼@3½; Pacific R. R. of Mo., 14¼@14¾; Union Pacific, 63@63½; do. 1st mort., 105¼@105½; do. 7s, land grant, 100@100¼; do. sinking fund 8s, 91¼@91½; Central Pacific 6s, gold, 107¾@108¾.

Philadelphia.—Northern Pacific 7.30s, 17½; Chesapeake and Delaware Canal 6s, 86½; Belvidere Delaware 2d mort., 99; do. 3d mort., 95; Pennsylvania Canal 6s, 77; Shamokin Valley and Pottsville 7s, 101¾; Empire Transp., Co., 52¼; do. 8s, 103; Warren and Franklin 7s, 88; Junction R. R. 1st mort., 102½; Philadelphia and Reading Coal and Iron debent., 7s, 81; Pennsylvania and New York 7s, 109; West Jersey R. R. 7s, 109½; Am. S. S. Co. 6s, 86; Chestnut Hill R. R., 100; Nesquehoning Valley R. R., 54; Philadelphia, Germantown and Norristown R. R., 100; Fifth and Sixth Streets R. R., 73; Pittsburgh Ave. 7s, 105½; Cincinnati 7.30s, 105. The latest quotations are: City 6s, 104@104½; do. free of tax, 108@108¼; Pennsylvania State 6s, 2d series, 103@103¼; do. 3d series, 112¾@114; Philadelphia and Reading, 49@49½; do. Gen'l mort. 7s, coup., 108@109¼; do. reg., 109@109½; do. mort. 6s, 1880, 103½@104; do. 7s, new conv., 104@104¼; do. 7s, 1893, 109@109½; United New Jersey R. R. and Canal Co., 137¾@138¾; Camden and Amboy mort. 6s, 1889, 105@106; Pennsylvania R. R., 57@57; do. 1st mort., 103¾@104; do. general mort. coupon, 104¼@105; do. reg., 105@106; Little Schuylkill R. R., 51@51¼; Morris Canal, 55@—; do. pref., —@138½; do. 6s, 100@—; Susq. Canal, 8@9; do. 6s, 74@76; Schuylkill Nav., 7½@—; do. pref., 14¼@15½; do. 6s, 1882, 81¼@82; do.

1872, 96@97; do. 6s, Imp., 89@—; Elmira and Williamsport pref., 40@—; do. 7s, 102@104; do. 5s, 62½@—; Lehigh Coal and Navigation, 49½@50; do. 6s, 1884, 102@102½; do. R. R. Loan 104@—; do. Gold Loan, 105@105½; North Penn sylvania, 53@54; do. 6s, 103½@104½; do. 7s, 108@108½; do. Gen'l mort. 7s, 106½@—; do. chattel 10s, 102@—Philadelphia and Erie 207½@21; do. 6s, 99¾@100; do. 7s, 96@96½; Minehill, 52¾@53; Catawissa, 17¾@19; do. pref., 44½@45; do. new pref., 41½@42½; do. 7s, 1900, 106@—; Lehigh Valley, 61½@61¾; do. 6s, new coupon, 106½@107; do. reg., 107@108; do. 111@111½; do. 7s, 6s, consol. mort., 100¾@101; Fifth and Sixth streets (horse), 73@76; Second and Third, 83@86; Thirteenth and Fifteenth, 45@45½; Spruce and Pine, 44½@46; Green and Coates, 64@65; Chestnut and Walnut, 106@107; Hestonville, 38¼@38¾; Germantown, 83½@86; Union, 100@—; Lombard and South, 32@36; Ridge Avenue, 56@74; Tenth and Eleventh, —@135.

Boston.—Manchester and Lawrence R. R., 130; Summit Branch R. R., 33; Michigan Central Air Line 8s, 1890, 96½; Kansas City, Topeka and Western 7s, 68½; Boston Land Co., 7½; Brookline Land Co., 4½; Maine 6s, 108¾; New Hampshire 6s, 1879, 102¾@103¼; do. 1880, 105½; do. 1893, 108½; do. 1896, 109½; Cook Co., Ill., 7s, 1880, 103½@105; Boston 5s, 1905, gold, 112; do. 1903, currency, 112¼; St. Louis City 6s, 101½; St. Louis County 6s, 1905, gold, 106; Toledo 7s, 1879, 102¾; Cincinnati 6s, 1882, 100¾@101½; Chicago 7s, 1881, 103½; Portland 6s, 1907, 100; do. 1897, 100½; do. 1877, 101½.

Baltimore.—Baltimore City 6s, 1875, 104½; do. 1886, 110; do. 1890, 108½; do. 1902, 109½; Maryland Defense 6s, 115; Virginia Peelers, 42½; Baltimore and Ohio R. R. pref., 104½; do. 2d pref., 102¾; Central Ohio R. R. pref., 42½; Chicago, Danville and Vincennes 7s, Indiana Division, 23¼; Atlanta and Richmond Air Line 8s, 60; Richmond and Danville 1st mort., 73¼; Chesapeake and Ohio R. R. 6s, 35; Newark, Somerset and Straitsville R. R. 7s, 103½; Virginia and Tennessee 8s, 71; Canton Co. 6s, end., 95; Chesapeake and Ohio Canal 6s, 116½; Atlantic Coal, 2.25; George's Creek Coal, 142. The latest quotations are: Chicago, Danville and Vincennes 7s, Indiana Division, 23½@23¾; do. Illinois Division, 42@—; Wilmington and Weldon 7s, 102@—; Wilmington, Columbia and Augusta 7s, 38½@40; Richmond and Danville 1st mort., 72¾@74; South Side 1st mort., 75@84½; do. 2d mort., 50@52½; do. 3d mort., 30@40; Pittsburg and Connellsville 7s, 1898, 104¾@105; Baltimore and Ohio, 167@167½; do. pref., 103@105; do. 2d pref., 102½@—; do. 6s, 1880, 103¼@—; do. 1885, 104¼@104¾; Washington Branch, —@150; Northern Central, 35@35½; do. 6s, 1877, 100@—; do. 6s, 1885, 102@—; do. 6s, 1900, 100@100½; do. 6s, 1900, gold, 101¾@102; N. W. Va. 3d mort. 1885, 101@104; Marietta and Cincinnati 1st mort. 7s, 1892, 107¼@107¾; do. 2d mort. 7s, 99½@100; do. 3d mort. 8s, 75@75½; Central Ohio, 41@43; do. pref., 41@44¼; do. 1st mort. 100¼@—; Western Maryland, 3@6; do. 1st mort. 6s, 1890, 90@91; do. 1st mort. guar., 104½@105; do. 2d mort. guar., 104½@105; do. 3d mort. guar., 104¼@105; do. 2d

mort. pref., 93@—; do. 2d mort. guar. by Washington Co., 100¼@102½; Virginia and Tennessee 2d mort. 6s, 69@72; do. 3d mort. 8s, 70@71½; Orange and Alexandria 1st mort. 6s, 89@92½; do. 2d mort. 6s, 79@80; do. 3d mort. 8s, 72@75; do. 4th mort. 8s, 56½@57½; Orange, Alex. and Manassas 7s, 87½@88; Baltimore 6s, 1875, 104¼@104¾; do. 1884, 108@108½; do. 1886, 109¾@110; do. 1890, 109@109½; do. 1900, 109@109; do. 1902, 109@—; do. 6s, exempt, 110@—; do. 5s, 90@95; Memphis City 6s, 30@40; Maryland Defense 6s, 1883, 112@—; do. 6s, 1890, 103@—; do. 6s, exempt, 110@—; do. 5s, 90@—; Virginia coupon 6s, old, 30@40; do. new, 37@40; do. consol. 6s, 69¾@69¾; do. 2d series, 42¾@43¾; Virginia coupons, 87½@87¾; West Virginia def. certif., 9@9½; City Passenger R. R., 29¼@30; George's Creek Coal, 142@145; Atlantic Coal, 2.25@2.35; Canton Co., 38@45.

Interest and Dividends.

The Central Railroad Company of New Jersey has declared its usual quarterly dividend of two and a half per cent, payable on the 20th inst.

The New York, Providence and Boston Railroad Company has declared a dividend of two and a half per cent out of the earnings of the past three months.

The Delaware, Lackawanna and Western Railroad Company has declared a quarterly dividend of two and a half per cent, payable April 20th.

The Lowell and Lawrence Railroad Company has declared a semi-annual dividend of three per cent, payable April 1.

The Lehigh Valley Railroad Company have declared a quarterly dividend of two and a half per cent, payable on the 15th of April.

The usual half yearly dividend of four and a half per cent on the stock of the Nashville and Chattanooga Railroad, or 1½ per cent on the consolidated stock of the Nashville, Chattanooga and St. Louis Railway, will be paid by V. K. Stevenson, at No. 17 Nassau st., New York.

A dividend of three and a half per cent has been declared on the preferred stock of the Sioux City and Pacific Railroad Company, payable April 1.

The Berkshire Railroad Company will pay on the 10th inst. a quarterly dividend of 1½ per cent.

The semi-annual dividend on the capital stock of the Vermont and Massachusetts Railroad, payable April 7th, is 2¼ per cent, against 2 per cent in 1874 and 1875. The terms of the lease were 4 per cent for two years from January, 1874, then 5 per cent for two years, and 6 per cent from and after January, 1878.

Interest on the \$3,374,500 Land Grant gold 7s, of the Atchison, Topeka and Santa Fe Railroad is payable in Boston on the 1st of April; also the interest on the \$976,000 Consolidated 2d Mortgage gold 7s. These are not the bonds selling in the market at 44, but an earlier issue of the same class. The last issue amounts to \$2,074,000, into which 13 months of first mortgage coupons were funded, and by agreement the first coupon on these does not mature until October 1, 1876. The April interest (3½ per cent) is to be paid one-half cash and one-half in ten year 7 per cent scrip, but no interest on this scrip to be paid until maturity of the principal in 1886. It is probable that in-

terest due in October next on the second mortgages will be paid in the same way.

Burlington Cedar Rapids & Minnesota Bondholders.

For plan of reorganization apply, stating class of Bonds held (whether Main Line, Milwaukee, Muscatine, or Pacific Division), to FRED. TAYLOR, Chairman Bondholders' Committee, 476 Broome St., New York. Immediate action is advisable.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, No. 68 WILLIAM ST., NEW YORK, March 16, 1876.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND on the preferred stock of this company, of \$7 per share, has been declared out of the net earnings of 1874, and a further dividend of \$7 per share out of the net earnings of 1875, said dividends to be paid on the 10th day of April next, in the consolidated sinking fund bonds of this company.

The transfer books will be closed on the 23d day of March, at 3 P. M., and reopened on the 10th day of April next. JULIUS WADSWORTH, Vice Pres't.

J. C. Chew,

DEALER IN

INVESTMENT SECURITIES.

Texas State, Railroad, County and Municipal Bonds a Specialty.

Texas Lands and Land Scrip for Sale.

FINANCIAL AGENT OF THE CITY OF HOUSTON, TEXAS, AND

UNITED STATES CENTENNIAL COMMISSIONER FROM TEXAS.

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During the past month ten millions of dollars were paid in London on account of new loans for American enterprises, or nearly \$18,000,000 in gold, on account of subscriptions to American loans during the first quarter of the year.

At an election for four directors of the Pacific Railroad of Missouri held at St. Louis on the 27th ult., W. E. Burr, Col. George E. Leighton, Capt. Joseph L. Stevens and E. F. Leonard were chosen. The board is now constituted as follows: Charles P. Chouteau, D. K. Ferguson, E. O. Standard, Web. M. Samuel, John J. Taussig, D. R. Garrison, T. B. Edgar, D. F. Rowland, James Baker, George E. Leighton, W. E. Burr, Joseph L. Stephens, E. F. Leonard. Mr. Chouteau had been previously elected in the place of Andrew Peirce, jr., resigned, and Mr. Garrison in place of Oliver A. Hart, resigned. Messrs. Hays and Lippman went out of the board by expiration of term, and Mr. William H. Coffin by resignation.

The Monmouth County (N. J.) Agricultural Railroad has been sold to J. P. Lowrey, and others, of New York for \$115,488, free from all incumbrances, and the sale was confirmed by an order of the Court of Chancery. It is the intention of the purchasers to put the road in running order, and thus, by connecting with the Central Railroad of West Jersey at Mattawan, make a connecting line between New York and Freehold.

Lehigh Coal and Navigation Company.

The Board of Managers respectfully submit their report for the year 1875, as follows, viz:

Revenue from railroads.....	\$1,059,548 67
Revenue from Nesquehoning tunnel	
tolls.....	18,702 04
Revenue from canal.....	200,000 00
Revenue from coal lands.....	500,000 00
Net profit on real estate sold.....	9,899 00
Miscellaneous receipts.....	60,935 82

Total.....	\$1,849,085 53
Less general expenses..	\$59,704 72
Rent and taxes, Nesquehoning Valley R. R.	143,247 83
Interest account.....	784,626 21
Taxes chargeable to landed property and improvements.....	8,421 75
Taxes due State on dividends.....	72,939 03
Sinking fund of 10 cents per ton on 397,426.13 tons of coal.....	39,742 66
Four dividends of \$1 per share each.....	805,595 00
	1,914,276 70

Balance charged to dividend fund..	\$65,191 17
Balance to credit of dividend fund, Dec. 31, 1874.....	715,265 00

Balance to credit of dividend fund, Dec. 31, 1875.....	\$650,078 83
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The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1874, was as follows, viz:

	Tons.	Tons.
	1874.	1875.
From the Wyoming region..	1,519,828	1,551,644
From the Upper Lehigh region.....	221,193	133,102
From the Hazleton region...	233,003	169,464
From the Beaver Meadow region, via Nesq. V. R. R.	420,871	335,270
From the Beaver Meadow region, via Lehigh V. R. R.	57,983	21,057
From the Mahanoy region, via Lehigh Valley R. R.	44,013	33,867
From the Lehigh region (L. C. & N. Co.'s lands).....	571,945	398,042
From sundry shippers.....	2,651	22,389
From Hazardville, diminished stock.....		60,984

Total.....	3,071,487	2,725,819
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Distributed as follows:

	1874.	1875.
	Tons.	Tons.
Delivered east of Mauch Chunk by railroad.....	1,958,234	1,895,860
Delivered east of Mauch Chunk by canal.....	792,783	640,821
Consumed along the line above Mauch Chunk.....	101,441	81,405
Delivered to connecting lines above Mauch Chunk.....	155,843	72,601
Delivered to Lehigh Valley R. R. at Packerton.....	30,095	35,132
Increased stock at Hazardville.....	33,091	

Total.....	3,071,487	2,725,819
Decrease.....		345,668

Of the foregoing tonnage there was shipped by the Lehigh and Wilkesbarre Coal Company, 2,046,561.09 tons.

The total production of that company was:

	1874.	1875.
	Tons.	Tons.
Of their mines in the Wyoming region.....	1,367,160	1,350,927
Of their mines in the Beaver Meadow region.....	525,789	336,773
Of their mines in the Lehigh region (L. C. & N. Co.'s lands).....	572,617	397,388
Total.....	2,465,566	2,085,038

The gross receipts of the company's railroads during 1875, as compared with 1874, were as follows:

	1874.	1875.
Passengers.....	\$183,158 83	\$163,078 01
Freight.....	359,167 57	329,918 05
Coal.....	2,842,975 07	2,685,649 94

Total.....	\$3,385,301 47	\$3,178,646 00
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L. C. & N. Co.'s proportion.....\$1,128,433 83 \$1,059,548 67

The total revenue for the year was \$83,235 78 less than that for 1874, and the disbursements for interest, rent, expenses, etc., other than for dividends and taxes thereon, were reduced \$70,184 88. We paid in 1874, three dividends of 2 per cent each, and in 1875, four dividends of 2 per cent each. The surplus in 1874 was \$202,728 70, and the deficit in 1875, \$65,191 17. The result of the business of the last two years shows \$137,537 53 surplus earnings, after the payment of 14 per cent in dividends to the stockholders.

The reduced revenue from our railroads, stated above, as \$68,885 16, was due to a strike of miners against an attempted reduction of wages, which lasted for nearly the whole of the first six months of the year. While the mines tributary to our road and those to the Philadelphia and Reading and Lehigh Valley Railroad Companies were idle, the Delaware, Lackawanna and Western, Delaware and Hudson and Pennsylvania Coal Companies' mines were unusually active, and the shipments of the three companies in 1875, were largely in excess of those in 1874. This so far supplied the market, that the Lehigh and Wilkesbarre, and other companies, who were idle the first six months of the year, were obliged to restrict production during part of the last six months, for want of a full demand for their coal.

The receipts of the railroads:

From January 1, to June 30, were..	\$644,291 00
From July 1, to December 31.....	2,534,355 00

20 per cent in the first, and 80 per cent in the last half of the year.

The loss of tonnage on the canal was 151,962.15 tons, which was partly compensated for to the Central Railroad Company of New Jersey, by the entire freedom from loss by high water during the year.

We have credited to the lessees \$371,787 94 for construction work since the last report. During the year 6.30 miles of second track were laid on the main line and 5.48 miles on the Nesquehoning Valley Railroad, a total of 11.78 miles of second track, at a cost of \$214,153 46. The remainder was for sidings, buildings, branch road, etc., and for grading for second track and sidings, on which the superstructure has not yet been laid.

We have now in use of double track:

	Miles.
On the Lehigh and Susquehanna R. R.	47.98
On the Nesquehoning Valley R. R.	5.48

A total of.....53.46

Our lessees, with our approval, commenced in August last, the construction of a branch road from the mouth of Sandy Run 4½ miles below White Haven, to Eckley and Drifton, a total distance of 10½ miles. This branch is expected to bring a large amount of coal to the main line. As a part of the agreement with the Central Railroad Company, under which they commenced the work, we contracted to pay them \$150,000 on account of their advances for construction work, and we made the payment during the fall.

The arrangements between the two companies as to the mode of doing construction work, its inspection and the examination of bills have been very much improved during the past year, and the monthly accounts are now settled promptly and to the satisfaction of both parties.

The differences which arose at the commencement of the lease have all been settled, but not in time to make the entries in last year's account. The amount due the Central Railroad Company for advances on this account for work done up to the close of 1875 is about \$680,000 including over \$90,000 paid by them to contractors on the Sandy Run branch for which no bill has yet been rendered to us.

The money expended during the last few years in increasing the capacity of the railroads, and the larger sums expended by our lessees for equipment and in the development of coal lands tributary to the road, have produced very gratifying results in the tonnage transported. During the months of August, September and October last 1,215,403 tons of coal passed over part or all of the road, an average of 15,582 tons for each working day; of this amount 700,715 tons was delivered to connecting roads at our terminus at Phillipsburg. The gross revenue from the transportation of coal during these three months was \$1,186,746 53, out of a total of gross receipts for the three months of \$1,333,080 59; and our third of this last sum is equal to about 42 per cent. of the revenue we derived from our railroads for the whole year.

The means for the payment, already referred to, of \$150,000 to the Central Railroad Company on construction account, were provided by the sale of 3,000 shares of stock, obtained by the conversion of part of the convertible loan of the company, referred to in the last annual report as available for this and for other purposes. The managers deemed it for the interest of the company to issue stock rather than to increase our bonded debt. They also sold 1,153 shares of stock to provide the means to make payment on 175 acres of land in Panther creek valley, the purchase of which was reported at the last annual meeting. There is still due on this purchase \$63,528 12.

The capital stock was increased during the year by the conversion

	Shares.
By the Company of \$150,000 convertible loan.....	3,000
By the Company of \$57,650 convertible loan.....	1,153
By holders of convertible loan \$91,000.....	1,820

Total present issue 204,971 shares.....5,973

The company still has the right to issue \$986,970 82 of convertible loan due in 1882, which would yield, if converted, 19,739 shares of stock. It is not probable that the financial wants of the

company will require the issue of any large part of this during 1876.

The lessees of our coal property paid the monthly rent of \$41,666 67 promptly and regularly during the year. No coal was mined until about the 1st of July, and the six months' production amounted to 397,426 18 tons, of which 69,074 01 tons was pea and buck wheat. The royalty of 21 per cent, on the price realized at Mauch Chunk amounted to

64.8 cents on 328,352.12 tons lump and prepared sizes.....\$211,119 75
21 cents on 69,074.01 tons pea and buckwheat 14,505 54

To the difference between this amount \$225,625 29
And the rent paid 500,000 00

\$274,374 71
Must be added the royalty paid in advance in 1874..... 167,106 65

Making a total of royalty paid in advance \$441,480 36

This overpayment, as was explained in our report of last year, will be reserved hereafter by the lessees from any amount then due us over and above the minimum rental.

The lessees have continued the improvements commenced by this company previous to the lease, and they are now so far advanced as to make it probable that during the coming spring the capacity of the mines will reach 100,000 tons a month, and will be in excess of that quantity before the close of the year. The transportation of this large increase of production will add materially to the revenue of the company's railroads.

The regular payment of dividends since we resumed, in June, 1874, has made our stock grow steadily in favor with investors.

Stockholders.

The 1st dividend was paid to..... 974
" 4th " " " 4,644
" 6th " " " 1,840
" 8th " will be " 2,237

The floating stock is being gradually absorbed for permanent investment.

In answer to the question, "How much property has the company not covered by its mortgages?" which was asked at the last annual meeting, we will state that the real estate unincumbered is worth at least \$700,000, and the personal property, bonds, &c., at least \$350,000.

The company has no floating debt whatever.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK,
President.

BALANCE SHEET, January 1, 1876.

Lehigh and Susquehanna Railroad construction and branches.....	\$13,232,332 90
Lehigh Navigation shipping pockets and shipping improvements—Hazardville	8,099,056 71
Coal lands and improvements—Lehigh region	7,849,916 66
Landed property and improvements.....	839,170 76
Canal boats.....	85,582 07
Contingent fund.....	292,366 69
Bills receivable.....	\$46,458 30
Bonds and mortgages.....	44,025 98
Ground and water rents.....	172,484 54
Cash on hand.....	262,918 82
Gold loan, 1897, assumed by U. R. R. of N. J.	177,591 32
Gold loan, 1897, assumed by L. & W. B. C. Co.	\$2,310,000
Gold loan, 1897, assumed by L. & W. B. C. Co.	500,000
Gold loan, 1894, assumed by L. & W. B. C. Co.	794,000
	3,804,000 00
Balance of individual ledger.....	230,998 49
	\$29,623,934 42

Capital stock.....	\$10,248,550 00
Loan of 1877.....	\$762,779 18
Loan of 1882 (convertible).....	41,550 00
Loan of 1884.....	5,381,968 59
Loan of 1894 (convertible gold).....	794,000 00
Loan of 1897 (gold).....	4,892,500 00
Loan of 1897 (R. R.).....	2,000,000 00
Loan of 1911 (consolidated mort).....	1,063,000 00
Greenwood mortgage loan, due February 1st, 1892.....	744,000 00
Greenwood mortgage, due October 1st, 1877, (L. S.).....	140,000 00
	15,619,792 77
Central Railroad of New Jersey, due for construction work.....	453,835 06
Ground rents, mortgages and dowers.....	64,878 62
Profit and loss, old account.....	2,587,304 14
Dividend fund.....	650,073 83
	\$29,623,934 42

President.—E. W. CLARK.

Managers.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, James M. Willcox, T. C. Henry, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Edward Lewis.

Secretary and Treasurer.—SOLOMON SHEPHERD.

The Western Maryland Railroad Company have had built for their eight beautiful passenger coaches by the Harlan and Hollingsworth Company, of Wilmington, Del. All the cars have been received and are now in use on the road. The increased travel necessitated more and better accommodations than the road heretofore possessed. The new coaches are of a dark brown color, and are fitted up with all the modern appliances for the comfort and convenience of travelers.

The Sacramento Record-Union say that a narrow gauge railroad from Concord to Seal Bluff is being talked of, parties having proffered to build, equip and operate it if the people of Martinez will raise and contribute a bonus of \$15,000, which we hear they are prepared to do. This road, which can be cheaply built and operated, will be about six miles in length and will afford greatly improved facilities for placing produce at a favorable point of shipment.

The Virginia Legislature has adjourned without adopting any measures calculated to affect the status of bonds. The tax bill, it is estimated, will produce \$2,500,000, which is considered abundant to pay current expenses and the redeemable coupons. They also decided to tax all coupons received in payment of taxes, the coupons accruing on bonds owned by non residents having before been exempt. This tax will amount to \$1 70 on each coupon of \$30.

A certificate of incorporation of the Cleveland and Southeastern Mineral Railway Company—Cleveland to Bowerstown—with a capital stock of \$500,000, by Joseph Turney and others, was filed with the Secretary of State of Ohio on the 29th ult.

At a meeting of the directors of the Maine Central Railroad Company in Portland, Me., on the 30th ult., Abner Coburn was elected President and J. H. Drummond Clerk.

Railroads of Arkansas.

The Spirit of Arkansas says that there are more navigable streams in that State than in any other State in the Union; in addition to which she is reasonably supplied with railroads which are being extended so as to embrace every section of the State.

The St. Louis, Iron Mountain and Southern road runs diagonally across the State, a distance of 300 miles, making connections with roads east and west.

The Memphis and Little Rock road extends from the capital to Memphis.

The Little Rock and Fort Smith road is running a distance of 120 miles, up the valley of the Arkansas, and will soon be completed to the Indian border.

The Little Rock, Pine Bluff and New Orleans road is completed and running a distance of eighty miles, from Pine Bluff to Chicot, on the Mississippi river. A survey has recently been made of the gap between this city and Pine Bluff, which will soon be built.

The Mississippi, Ouchita and Red River road is completed, a distance of about thirty miles west from Chicot.

The Arkansas Central (narrow gauge) is completed a distance of about sixty miles, and runs trains regularly between Clarendon, on White river, and Helena, on the Mississippi.

A narrow gauge road has just been completed from Malvern, a point on the St. Louis, Iron Mountain and Southern railroad, to Hot Springs, thus giving the outside world a continuous line of railroad to the Springs.

With her navigable streams and railroads, the farmers of Arkansas have the means of getting to outside markets with little trouble.

N. H. Decker of New York has been elected President, H. B. Hansom of Saratoga Springs Vice President, and S. Conover of New York Secretary and Treasurer of the Kingsbridge and Yonkers Railroad Company. The directors are: N. H. Decker, N. F. Palmer, Jr., M. M. Caleb, J. W. Quintard, G. W. Quintard, W. Stanton, T. C. Campbell, S. G. Courtney, T. L. Raymond, S. Conover, R. Schell, H. B. Hansom, and J. H. Goodwin.

In the U. S. Circuit Court at St. Louis on the 2d inst. a separation of the Atlantic and Pacific and the Missouri Pacific Railroads was decreed, and D. R. Garrison, H. Beach and John L. Stevens were appointed receivers for the Missouri Pacific, and L. T. Buckley of New York and D. H. Armstrong of St. Louis for the Atlantic and Pacific.

The postal treaty with Japan went into operation on the 1st of April. By its provisions the postage from this country to Japan is five cents per single letter; two cents for newspapers not weighing more than four ounces, and two cents per once or fraction thereof for other printed matter or samples. Prepayment is compulsory.

The Maine Central Railroad Company proposes to build a branch road from Skowhegan to Solon to meet a completed piece of track that will form a part of the projected Quebec and Wiscasset Railroad.

Ten car loads of machinery were shipped from St. Louis, on the 1st inst., to San Francisco, for Siberia. They will be put into eight steamers which will ply on the Amoor river.

The Treasurer of the City Improvement Co., at the annual meeting of the company held in Boston on the 4th inst., reported that the receipts for the past year were \$108,688 77, and the expenditures, \$105,098 68. The assets of the company are \$266,426 40, and five million feet of land. The liabilities amount to \$175,822 51. The floating debt is upward of \$80,000 and there are mortgages on the property amounting to more than \$80,000.

The official statements of foreign commerce of the United States give the imports for January and February of this year at \$79,786,000, and for 1876 at \$85,108,000; decrease for two months \$5,322,000. The exports for January and February, currency value, were \$113,300,000; for 1876, \$99,200,000; increase \$14,100,000. Exports of specie for two months in 1876, \$6,830,000; 1875, \$16,667,000.

The American Consul at Sheffield has furnished the Liverpool Courier official statistics of the local trade with the United States, for the quarter ending March 31, 1876, showing a total of \$585,000, against \$2,275,000 for the first quarter of 1875. The Liverpool Courier says it is rumored that a great Sheffield concern is about to transfer its plant to the United States.

Over 200 Chinese recently went from San Francisco to Portland, Oregon. It is said that they are to be employed in grading for the new line of railroad that is to be constructed this summer between Tacoma and the Puyallup coal mines. A party of surveyors are out now locating the line, and it is expected to commence grading in a few weeks.

The British revenue for the financial year ending March 31, 1876, was \$385,658,465, which is \$7,583,465 above the estimates, and \$11,049,100 more than last year's. The actual expenditure of the financial year up to March 25, 1876, was \$364,324,880, while the estimated expenditure for the entire year was \$379,485,000.

Russia has in contemplation the construction of several long lines of railroads, among them one to span the empire from east to west, connecting European Russia with the Pacific by the way of Central Siberia. This will largely increase the demand for American locomotives.

During the month of March, there were made at the Pennsylvania Steel Works, at Baldwin, 5,455 tons of steel ingots and 5,200 tons of steel rails. This, it is said, is the largest quantity ever produced in one month by any Bessemer steel works.

The Supreme Court of Nebraska has decided, in a suit brought against the Burlington and Missouri River Railroad, in Nebraska, that they are liable for damages caused by prairie fires set by their engines.

The grading on the Toledo Division of the Columbus and Toledo Railroad will be completed by the 1st of June.

In the Maryland Senate on the 30th ult. a House bill was passed authorizing the city council of Baltimore to subscribe not exceeding \$600,000 to the capital stock of the Baltimore, Chesapeake and Delaware Bay Railroad.

Charles P. Chouteau, Esq., has been elected President, and John L. Dearborn Secretary of the Pacific Railroad of Missouri.

The survey for the projected extension of the Rockford, Rock Island and St. Louis Railroad from Sterling to Rockford has been completed.

The survey of the route of the Keokuk, Galesburg and Chicago Railroad between Galesburg and Keokuk was completed on the 20th ult.

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W. G. JAMES, Treasurer.

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Gas and Steam Fittings, Brass Valves and Cocks.
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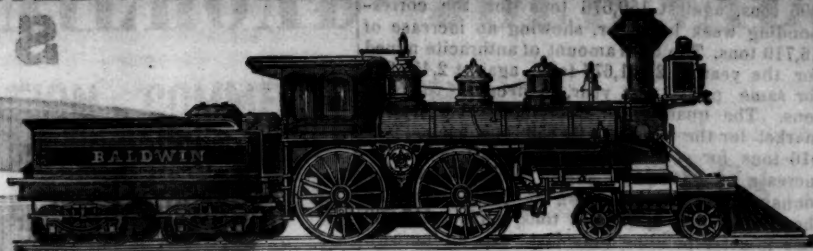
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The Coal Trade.

The return of the trade from all the regions for the week ending the 25th ultimo foots up 167,995 tons, against 150,676 tons for the corresponding week last year, showing an increase of 16,719 tons. The total amount of anthracite mined for the year is 2,451,677 tons, against 2,455,846 for same period last year, a decrease of 5169 tons. The quantity of bituminous coal sent to market for the week was 64,859 tons, against 59,016 tons for corresponding week last year, an increase of 5843 tons. The whole bituminous tonnage from the beginning of the coal year to the 25th ultimo is 639,342 tons, against 517,868 tons in corresponding time last year, an increase of 121,974 tons. The total tonnage of all kinds of coal for the week is 232,254 tons, being a decrease for the week of 22,652 tons, and the total tonnage for the coal year is 3,091,019 tons, against 2,973,214 tons to same date last year, an increase of 117,805 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 79,895 tons, of which 68,886 tons were coal and 10,759 tons coke. The total carried this year is 703,350 tons, of which 574,777 were coal and 129,073 coke. This total embraces all the coal carried over the road, east and west. At Port Richmond for the week ending on the 1st instant there were receipts of 29,009 tons of coal and shipments of 14,500 tons, leaving 87,000 tons on hand. We continue to quote freight charges to New York at 85 cents, Providence at \$1 20@ \$1 25 and to Boston at \$1 35@ \$1 40 per ton. At Perth Amboy for the week ending on the 25th ultimo the receipts of coal were 15,831 tons and the shipments 9240 tons, leaving 72,628 tons on hand.—*Phila. Ledger, Apl. 3.*

The charter of the Kentucky and Great Eastern Railroad, so far as the road is authorized to ask subscriptions from the counties through which it passes is concerned, has been repealed by the Legislature.

Navigation on the Delaware and Hudson Canal will be opened on the 15th instant. Eighty cents per ton will be the rate for the transportation of coal from Honesdale to Rondout.

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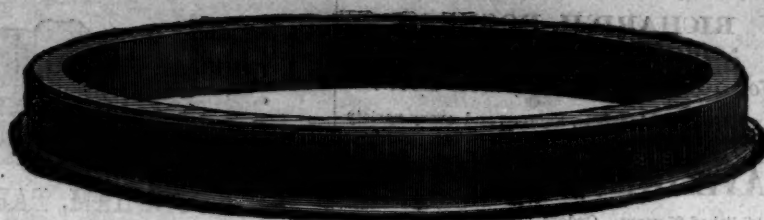
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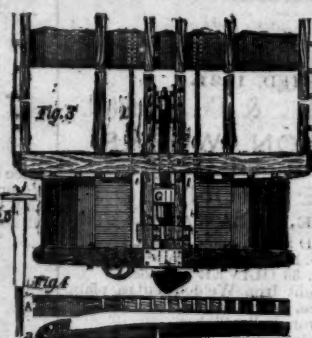
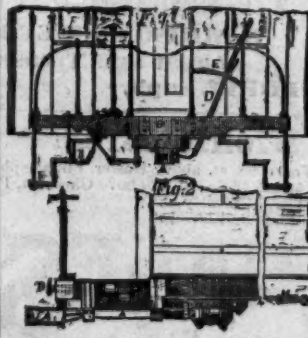
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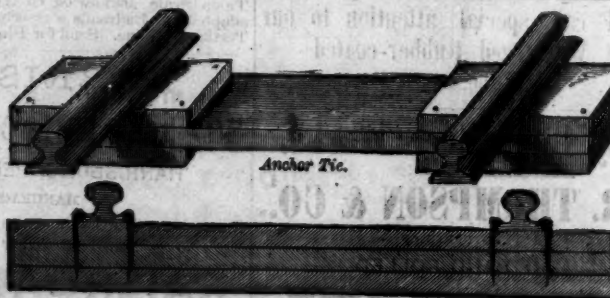


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